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LOUISVILLE & NASHVILLE RAILROAD COMPANY

CORBIN DIVISION

TIME-TABLE No.

1

TAKES EFFECT

Friday, October 1, 1976

AT 12:01 A.M., EASTERN STANDARD TIME

FOR THE GOVERNMENT AND INFORMATION
OF EMPLOYEES ONLY

C. N. WIGGINS
Vice President — Operations

K. C. DUFFORD
Asst. Vice President — Operations

R. L. GRIMES
General Manager — Transportation

H. L. ENDICOTT
Superintendent

J. B. WILLIAMS
Asst. Superintendent

SPECIAL INSTRUCTIONS

BULLETIN BOARDS

Latonia.....	Crew Disp. Office
Decoursey.....	No. 26
	North Hump
	South Hump
	Locker Room Diesel Shop
	Locker Room South Bowl
Paris.....	Agents Office
Patio.....	Locker Room, 1st Floor
Richmond.....	Agents Office
London.....	Agents Office
Corbin.....	Train-Order Office
	East Yard Office
	Crew Callers Office
Louisville.....	Union Station
	(Register Room and Conductor's Room)
South Louisville.....	Main Yard Office,
	Round House
	Locker Room at FX
	For C&O Ry. Trains
	Hancock Street Tower
	Roundhouse, Floyd Street
O'Bannon.....	Yard Office
Lexington.....	C&O Passenger Station
	C&O Yard Office
	Locker Room
Frankfort.....	Locker Room
Ravenna.....	Yard Office
	Roundhouse
Jackson.....	Depot
North Hazard.....	Yard Office
	Roundhouse
	Depot
Loyall.....	Train Order Office
Loyall.....	Roundhouse
Middlesboro.....	Train Order Office
Pineville.....	Agent's Office
Norton.....	Train Order Office
St. Paul.....	Train Order Office
Williamsburg.....	Agent's Office
LaFollette.....	Agent's Office
Jellico.....	Agent's Office
West Knoxville.....	Yard Office
West Knoxville.....	Roundhouse
Etowah.....	Yard Office
Etowah.....	Roundhouse
Southern Railway — Bulletins located at the following:	
Corbin.....	Train Order Office
Corbin.....	Roundhouse
Corbin.....	East Yard Office
West Knoxville.....	Yard Office
West Knoxville.....	Roundhouse

SUB-DIVISIONS

CC — Between Cincinnati and Corbin, including P. & M. Branch.
 EK — Between Ravenna and HK Tower, including Branches.
 EK — Between Ravenna and Fleming, including Branches.
 CV — Between Corbin and Norton, including branches
 KD — Between Corbin and Etowah, including branches

DOUBLE TRACK TERRITORY

BETWEEN:

KC Junction and Rosedale Interlocking
 Spring Lake and Visalia (CTC Rules Effective)
 Demossville and Catawba (CTC Rules Effective)
 Uma and Robinson (CTC Rules Effective)
 Kellers and Oliver (CTC Rules Effective)
 Paris and Clay (CTC Rules Effective)
 James and Boonsboro (CTC Rules Effective)
 Gap and Roundstone (CTC Rules Effective)
 Dudley and Calif (CTC Rules Effective)
 Perth North and Perth South (CTC Rules Effective)
 Frantz and Corbin (CTC Rules Effective)
 HK Tower and Frankfort Ave., East Louisville
 Cow Creek and Pryse
 Perritt and Typo (CTC Rules effective between Perritt and Typo on Northward Main, and between Perritt and Grimes on Southward Main.)
 Loyall and Harlan Junction

STANDARD CLOCKS

Decoursey.....	Locker Room Diesel Shop.
Paris.....	Train-Order Office.
Corbin.....	Crew Callers Office.
	Train-Order Office.
Louisville.....	Union Station, Dispatcher's Office.
So. Louisville.....	Main Yard Office
	and Engineer's Washroom.
Strawberry.....	Train-Order Office.
Lexington.....	Yard Office.
Ravenna.....	Train Dispatcher's Office.
Ravenna.....	Yard Office.
North Hazard.....	Yard Office.
Loyall.....	Train Order Office
Middlesboro.....	Train Order Office
Pineville.....	Agent's Office
Norton.....	Train Order Office
Norton.....	Crew Callers Office
Williamsburg.....	Agent's Office
LaFollette.....	Crew Room
Knoxville.....	Dispatcher's Office
West Knoxville.....	Yard Office
Etowah.....	Yard Office

APPLICATION OF SCHEDULE TIME AND POINT

Station	Time Applies
Lexington...	{ At cross-over under Southern viaduct where freight trains enter yard { L&N Jct. for C&O trains.
Hagans.....	At Martin's Fork Branch Junction switch.
Trevillion....	Clearance point east wye turnout.

Continued on page 12

SOUTHWARD

DECOURSEY AND CORBIN

NORTHWARD

SECOND CLASS					Distance from Cincinnati	TIME-TABLE No. 1 Takes effect Friday October 1, 1976 12:01 a.m. Eastern Standard Time	Car Capacity of Stations based on 55 feet per car	SECOND CLASS				
167	151	265	113	129				166	264	112	150	168
Fast Freight	Freight	Fast Freight	Fast Freight	Piggy- back				Fast Freight	Fast Freight	Fast Freight	Freight	Fast Freight
Daily P.M.	Daily ex. Saturday P.M.	Daily P.M.	Daily A.M.	Daily A.M.				Daily P.M.	Daily A.M.	Daily P.M.	Daily ex. Sunday A.M.	Daily P.M.
5.00	5.01		10.01	2.00	6.37	L DECOURSEY O A	Yard	3.00		10.00	12.01	9.00
					10.99	(End Double Track) SPRING LAKE 6.86						
					17.85	VISALIA (End Double Track) 9.78						
					27.63	(End Double Track) DEMOSSVILLE 8.47						
					36.10	CATAWBA (End Double Track) 10.11						
					46.21	(End Double Track) UMA 10.49						
					56.70	ROBINSON (End Double Track) 8.0						
					64.70	(End Double Track) KELLERS 7.10						
					71.80	OLIVER (End Double Track) 9.00						
					80.80	(End Double Track) PARIS 3.90						
					84.70	CLAY (End Double Track) 8.75						
					93.45	(End Double Track) JAMES 3.73						
					97.18	NORTH CABIN 0.51						
					97.69	WINCHESTER 0.65						
					98.34	PATIO 0.96						
					99.30	SANDERSON 10.10						
					109.40	BOONSBORO (End Double Track) 13.33						
					122.73	FORT ESTILL 12.77	337					
					135.50	(End Double Track) GAP 5.70						
					141.20	ROUNDSTONE (End Double Track) 7.90						
					149.10	(End Double Track) DUDLEY 2.53						
		2.10			151.63	SINKS 1.97			11.58			
					153.60	CALIF (End Double Track) 3.38						
					156.98	(End Double Track) PERTH NORTH 3.00						
					159.98	PERTH SOUTH (End Double Track) 10.86						
					170.84	BOURNE 9.38	360					
					180.22	(End Double Track) FRANTZ 7.87						
12.01	12.01	3.00	5.00	8.00	188.09	A CORBIN O L (End Double Track)	Yard	8.00	10.35	3.00	5.00	11.30
A.M.	A.M.	P.M.	P.M.	A.M.				A.M.	A.M.	P.M.	P.M.	A.M.
Daily	Daily ex. Saturday	Daily	Daily	Daily				Daily	Daily	Daily	Daily ex. Sunday	Daily
167	151	265	113	129				166	264	112	150	168

Regular southward trains are superior to trains of the same class moving in the opposite direction.

CORBIN AND ETOWAH — SOUTHWARD

SECOND CLASS												Distance from Louisville	TIME-TABLE No. 1 Takes effect Friday October 1, 1976 12:01 a.m. Eastern Standard Time			
145	141	157	155	147	143	153	201	101	113	167	129		STATIONS			
Local Freight	Local Freight	Local Freight	Local Freight	Local Freight	Local Freight	Local Freight	Southern Freight	Fast Freight	Fast Freight	Fast Freight	Piggy- back					
Daily ex. Sunday	Daily ex. Sunday	Daily ex. Sunday	Daily ex. Sunday	Daily ex. Sunday	Daily ex. Sunday	Daily ex. Sunday	Daily ex. Sunday	Daily	Daily	Daily	Daily					
P.M.	P.M.	P.M.	A.M.	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	A.M.	A.M.					
	3.00							2.05	5.15	1.00	6.40	172.23	L	CORBIN	O	
												185.73		WOFFORD		
												189.68		WILLIAMSBURG		
				8.30	7.30							191.21		SAVOY		
												198.53		SAXTON		
								5.05				201.32		LOT		
5.05								5.20				205.96		HOLTON		
	5.10											207.16		MORLEY		
												210.68		CHASKA		
												219.57		KILSYTH		
6.10				9.30	8.35							224.00		LAFOLLETTE		
												228.63		JACKSBORO		
												243.92		GRANITE		
		12.30										250.12		DOSSETT		
												252.96		KIRKSTALL		
												268.09		AMHERST		
		1.45						6.01				275.39		WEST KNOXVILLE		
												276.91		KNOXVILLE		
												283.56		SINGLETON		
												286.68		MENTOR		
												288.96		ARMONA		
												295.89		BINFIELD		
			11.40					7.49				301.91		JENA		
												313.11		FAGIN		
												327.41		ENGLEWOOD		
			1.10						8.35	1.15	9.00	1.01	334.37	A	ETOWAH	O
P.M.	P.M.	P.M.	P.M.	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	A.M.	P.M.					
Daily ex. Sunday	Daily ex. Sunday	Daily ex. Sunday	Daily ex. Sunday	Daily ex. Sunday	Daily ex. Sunday	Daily ex. Sunday	Daily ex. Sunday	Daily	Daily	Daily	Daily					
145	141	157	155	147	143	153	201	101	113	167	129					

Regular southward trains are superior to trains of the same class moving in the opposite direction.

ETOWAH AND CORBIN — NORTHWARD

TIME-TABLE No. 1 Takes effect Friday October 1, 1976 12:01 a.m. Eastern Standard Time		Car Capacity of Sidings based on 55 feet per car	SECOND CLASS												
			168	166	112	102	154	156	146	142	202	152	144	140	
			Fast Freight	Fast Freight	Fast Freight	Fast Freight	Local Freight	Local Freight	Local Freight	Local Freight	Southern Freight	Local Freight	Local Freight	Local Freight	
			Daily	Daily	Daily	Daily	Daily ex. Sunday	Daily ex. Sunday	Daily ex. Sunday	Daily ex. Sunday	Daily ex. Sunday	Daily ex. Sunday	Daily ex. Sunday	Daily ex. Sunday	
STATIONS			A.M.	A.M.	P.M.	P.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	
A	CORBIN	O	Yard	11.00	4.30	2.45	4.30								8.50
	13.50														
	WOFFORD		115												
	3.95														
	WILLIAMSBURG		13												
	1.53														
	SAVOY		88						8.30	9.00					
	7.32														
	SAXTON		104												
	2.79														
	LOT										9.05				
	4.64														
	HOLTON										8.50		2.55		
	1.20														
	MORLEY		Yard												6.00
	3.52														
	CHASKA		83												
	8.89														
	KILSYTH		150												
	4.43														
	LAFOLLETTE		69						7.30	8.00				2.05	
	4.63														
	JACKSBORO		94												
	15.29														
	GRANITE		97												
	6.20														
	DOSSETT		21						8.30						
	2.89														
	KIRKSTALL		94												
	15.13														
	AMHERST		94												
	7.30														
	WEST KNOXVILLE		Yard						7.00				11.30		
	1.52														
	KNOXVILLE		Yard												
	6.65														
	SINGLETON		94												
	3.12														
	MENTOR														
	2.28														
	ARMONA		26												
	6.93														
	BINFIELD		94												
	6.02														
	JENA		60											10.00	
	11.20														
	FAGIN		94												
	14.30														
	ENGLEWOOD		94												
	6.96														
L	ETOWAH	O	Yard	4.30	8.30	6.45	10.30	6.45							
				A.M.	P.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	
				Daily	Daily	Daily	Daily	Daily ex. Sunday	Daily ex. Sunday	Daily ex. Sunday	Daily ex. Sunday	Daily ex. Sunday	Daily ex. Sunday	Daily ex. Sunday	Daily ex. Sunday
				168	166	112	102	154	156	146	142	202	152	144	140

Regular southward trains are superior to trains of the same class moving in the opposite direction.

SOUTHWARD

LEXINGTON AND HK TOWER

NORTHWARD

THIRD CLASS			SECOND CLASS		Distance from Lexington	TIME-TABLE No. 1 Takes effect Friday October 1, 1976 12:01 a.m. Eastern Standard Time	Car Capacity of Siding based on 50 feet per car	FIRST CLASS		SECOND CLASS	THIRD CLASS		
149			91	163				92			160	148	
Local			C. & O. Freight	Fast Freight				C. & O. Freight			Fast Freight	Local	
Daily ex. Sat.-Sun.			Daily	Daily				Daily			Daily	Daily ex. Sat.-Sun.	
A.M.			A.M.	A.M.		STATIONS		A.M.		A.M.	P.M.		
			10.11	4.01		L LEXINGTON O A	Yard	2.47		8.37			
			10.18	4.07	3.0	VILEY	43	2.41		8.31			
			10.31	4.19	10.1	PAYNES	51	2.28		8.18			
			10.36	4.25	12.9	McKEE	65	2.22		8.12			
			10.38	4.27	13.6	MIDWAY	12	2.20		8.10			
			10.57	4.43	22.7	JETT	37	2.05		7.55			
			11.12	4.57	27.3	CLIFFSIDE	64	1.56		7.46			
8.00			11.14	4.59	27.8	FRANKFORT O	Yard	1.54		7.44	1.00		
8.33			11.18	5.01	28.7	WEST FRANKFORT	75	1.51		7.41	12.53		
8.43			11.26	5.10	33.5	BENSON	66	1.41		7.31	12.30		
8.53			11.33	5.17	37.6	GATH	67	1.32		7.22	12.23		
9.13			11.45	5.28	43.6	LEWIS	108	1.20		7.10	12.13		
9.28			12.01 ¹⁴⁶	5.43	52.4	SHELBYVILLE O	25	1.05		6.55	12.01 ¹⁴		
9.33			12.02	5.44	52.9	BLOOMFIELD JCT.		1.04		6.54	11.41		
10.03			12.15	5.57	60.3	SIMPSONVILLE	34	12.51		6.41	11.29		
10.18			12.25	6.07	66.1	EASTWOOD	20	12.41		6.31	11.18		
			12.30	6.12	69.1	AVOCA	28	12.36		6.26			
			12.34	6.16	71.0	A HK TOWER L	20	12.32		6.22			
A.M.			P.M.	A.M.				A.M.		A.M.	A.M.		
Daily ex. Sat.-Sun.			Daily	Daily				Daily		Daily	Daily ex. Sat.-Sun.		
149			91	163				92		160	148		

Regular southward trains are superior to trains of the same class moving in the opposite direction.

LEXINGTON AND RAVENNA
SOUTHWARD NORTHWARD

THIRD CLASS	SECOND CLASS	Distance from Lexington	TIME-TABLE No. 1 Takes effect Friday October 1, 1976 12:01 a.m. Eastern Standard Time	Car Capacity of Sidings based on 55 feet per car	SECOND CLASS	THIRD CLASS
139	161				162	138
Local	Fast Freight				Fast Freight	Local
Daily ex. Sunday	Daily				Daily	Daily ex. Sunday
A.M.	A.M.	STATIONS		A.M.	A.M.	
7.30	9.00		L LEXINGTON O A	3.50	11.15	
7.48	9.18	6.2	6.2 BOK 0.7	3.28	10.53	
7.50	9.20	6.9	MONTROSE 2.6	3.26	10.51	
7.55	9.25	9.5	FENWICK 1.9	3.22	10.47	
8.00	9.31	11.4	AVON 3.6	3.18	10.43	
8.27	9.37	15.0	WYANDOTTE 5.9	3.12	10.37	
8.40	9.49	20.9	NORTH CABIN 0.5	3.01	10.25	
		21.4	WINCHESTER 0.7			
9.00	10.01	22.1	PATIO 13.4	2.52	10.15	
		35.5	SLOAN 13.1			
	11.15	48.6	A RAVENNA O L	2.01		
A.M.	A.M.			A.M.	A.M.	
Daily ex. Sunday	Daily			Daily	Daily ex. Sunday	
139	161			162	138	

PARIS AND MAYSVILLE
SOUTHWARD NORTHWARD

SECOND CLASS	Distance from Cincinnati	TIME-TABLE No. 1 Takes effect Friday October 1, 1976 12:01 a.m. Eastern Standard Time	Car Capacity of Sidings based on 55 feet per car	SECOND CLASS
159				158
Local				Local
Tue., Thur., Sat.				Mon., Wed., Fri.
A.M.	STATIONS		A.M.	
6.30	131.00	L MAYSVILLE A	Yard	11.30
8.05	115.70	FLEMINGSBURG JCT 15.30	8	9.55
9.50	98.20	CARLISLE 17.50	20	8.10
11.30	81.67	A PARIS O L	Yard	6.30
A.M.			A.M.	
Tue., Thur., Sat.			Mon., Wed., Fri.	
159			158	

RAVENNA AND FLEMING
SOUTHWARD NORTHWARD

SECOND CLASS	Distance from Lexington	TIME-TABLE No. 1 Takes effect Friday October 1, 1976 12:01 a.m. Eastern Standard Time	Car Capacity of Sidings based on 55 feet per car	SECOND CLASS
131				130
Local				Local
Daily ex. Sunday				Daily ex. Sunday
P.M.	STATIONS		P.M.	
2.00	49.2	L RAVENNA O A	Yard	9.01
	49.8	O.6 COW CREEK		
	55.0	5.2 PRYSE		
	63.0	8.0 EVELYN	188	
	75.0	12.0 HEIDELBERG	150	
	81.8	6.8 BEATTYVILLE	190	
	91.5	9.7 ATHOL	180	
	4.25	12.1 A JACKSON L	150	6.30
	113.0	9.4 COPLAND	181	
	130.2	17.2 PERRITT		
	135.5	5.3 GRIMES		
	142.6	7.1 TYPO	Northward Siding	
	147.0	4.4 L NORTH HAZARD O A	Yard	
	147.9	0.9 HAZARD		
	151.5	3.6 EDJOUET	137	
	153.8	2.3 JEFF		
	164.5	10.7 DENT	150	
	173.3	8.8 BLACKKEY	140	
	178.4	5.1 ROXANA		
	183.1	4.7 UZ		
	189.7	6.6 WHITESBURG O	46	
	192.2	2.5 HARVIE	89	
	199.1	6.9 KONA		
	201.7	2.6 NEON		
	202.7	1.0 A FLEMING L		
P.M.			P.M.	
Daily ex. Sunday			Daily ex. Sunday	
131			130	

Regular southward trains are superior to trains of the same class moving in the opposite direction.

SOUTHWARD

BAXTER AND LYNCH

NORTHWARD

SECOND CLASS					Distance from Louisville	TIME-TABLE No. 1 Takes effect Friday October 1, 1976 12:01 a.m. Eastern Standard Time			Car Capacity of Sidings based on 55 feet per car	SECOND CLASS					
			55	57							58	56			
			Freight	Freight							Freight	Freight			
			Daily P.M.	Daily P.M.							Daily A.M.	Daily P.M.			
			12.52	10.30	240.43	L	BAXTER	A		1.31	3.44				
			1.03	10.41	245.67		5.24 RHEA		79	1.21	3.34				
			1.15	10.53	251.45		5.78 NOLANSBURG		74	1.09	3.23				
			1.25	11.04	256.35		4.90 DIONE		80	12.41	3.11				
			1.35	11.11	260.07		3.72 CHAD		Yard	12.31	3.01				
			1.40	11.16	262.23		2.16 CUMBERLAND			12.26	2.56				
			1.45	11.21	264.53		2.30 BENHAM			12.15	2.45				
			1.50	11.26	266.57	A	2.04 LYNCH	L		12.05	2.35				
			P.M.	P.M.						A.M.	P.M.				
			Daily	Daily						Daily	Daily				
			55	57						58	56				

SOUTHWARD

HARBELL AND HAGANS

NORTHWARD

SECOND CLASS					Distance from Louisville	TIME-TABLE No. 1 Takes effect Friday October 1, 1976 12:01 a.m. Eastern Standard Time			Car Capacity of Sidings based on 55 feet per car	SECOND CLASS					
			49								48				
			Local Freight								Local Freight				
			Daily ex. Sunday A.M.								Daily ex. Sunday A.M.				
			7.35		205.70	L	HARBELL	A		11.06					
			7.45		209.28		3.58 FERDALE			10.51					
			8.00		215.47		6.19 MIDDLESBORO	O		10.40					
			8.05		216.71		1.24 BELT JUNCTION			10.35					
			8.15		219.56		2.85 CUMBERLAND GAP		38	10.25					
			8.33		227.28		7.72 WHEELER		22	10.05					
			8.50		234.57		7.29 EWING			9.55					
			9.00		238.89		4.32 ROSE HILL			9.45					
			9.10		243.62	A	4.73 HAGANS	L		9.30					
			A.M.							A.M.					
			Daily ex. Sunday							Daily ex. Sunday					
			49							48					

Regular southward trains are superior to trains of the same class moving in the opposite direction.

HARLAN JCT. AND GLENBROOK

SOUTHWARD		NORTHWARD				
SECOND CLASS		Distance from Louisville	TIME-TABLE No. 1 Takes effect Friday October 1, 1976 12:01 a.m. Eastern Standard Time	Car Capacity of Stidings based on 55 feet per car	SECOND CLASS	
39	35				34	38
Freight	Freight				Freight	Freight
Daily	Daily ex. Sunday				Daily ex. Sunday	Daily
P.M.	A.M.	STATIONS		A.M.	P.M.	
1.35	7.30	242.00	L HARLAN JCT. A		11.59 4.20	
			0.37			
			HARLAN		11.55 4.15	
			3.99			
		246.36	COXTON	72	11.40 4.00	
			1.04			
		247.40	AGES	32	11.35 3.15	
			3.44			
		250.84	EVARTS	31	11.10 3.00	
			6.17			
		257.01	HIGHSPLINT		10.30	
			6.69			
		263.70	GLOSTER	88	10.00	
			6.70			
		270.40	A GLENBROOK L		9.45	
P.M.	A.M.			A.M.	P.M.	
Daily	Daily ex. Sunday			Daily ex. Sunday	Daily	
39	35			34	38	

PENNINGTON AND POCKET

SOUTHWARD		NORTHWARD				
SECOND CLASS		Distance from Louisville	TIME-TABLE No. 1 Takes effect Friday October 1, 1976 12:01 a.m. Eastern Standard Time	Car Capacity of Stidings based on 55 feet per car	SECOND CLASS	
47	47				46	46
Freight	Freight				Freight	Freight
Daily ex. Sunday	Daily ex. Sunday				Daily ex. Sunday	Daily ex. Sunday
A.M.	A.M.	STATIONS		A.M.	A.M.	
		260.02	L PENNINGTON O A		11.40	
			2.02			
		262.04	A POCKET L		11.30	
					A.M.	
					Daily ex. Sunday	
					46	

Regular southward trains are superior to trains of the same class moving in the opposite direction.

MIDDLESBORO AND PIONEER SOUTHWARD				STONY FORK JCT. AND FORK RIDGE NORTHWARD					
		Distance from Louisville	TIME-TABLE No. 1 Takes effect Friday October 1, 1976 12:01 a.m. Eastern Standard Time	Car Capacity of Sidings based on 55 feet per car			Distance from Louisville	TIME-TABLE No. 1 Takes effect Friday October 1, 1976 12:01 a.m. Eastern Standard Time	Car Capacity of Sidings based on 55 feet per car
STATIONS					STATIONS				
		215.49	MIDDLESBORO 0.57			219.07	STONY FORK JCT. 0.38		
		216.56	QUEENSBURY 2.51			219.45	GRAVITY YARD 2.97		
		219.07	STONY FORK JCT. 2.74			222.42	FORK RIDGE JCT. 0.58		
		221.81	PIONEER			223.00	FORK RIDGE		

SOUTHWARD				CUMBERLAND AND SCOTIA				NORTHWARD			
		Distance from Louisville	TIME-TABLE No. 1 Takes effect Friday October 1, 1976 12:01 a.m. Eastern Standard Time	Car Capacity of Sidings based on 55 feet per car			Distance from Louisville	TIME-TABLE No. 1 Takes effect Friday October 1, 1976 12:01 a.m. Eastern Standard Time	Car Capacity of Sidings based on 55 feet per car		
STATIONS					STATIONS						
		262.23	CUMBERLAND 11.74								
		273.97	SCOTIA								

CLEAR FORK BRANCH SOUTHWARD						OLD LINE SOUTHWARD					
SECOND CLASS		Distance from Louisville	TIME-TABLE No. 1 Takes effect Friday October 1, 1976 12:01 a.m. Eastern Standard Time	Car Capacity of Sidings based on 55 feet per car	SECOND CLASS		Distance from Louisville	TIME-TABLE No. 1 Takes effect Friday October 1, 1976 12:01 a.m. Eastern Standard Time	Car Capacity of Sidings based on 55 feet per car	SECOND CLASS	
145	201				202	144				152	
Local Freight	Southern Freight									Local Freight	
Daily ex. Sunday	Daily ex. Sunday									Daily ex. Sunday	
P.M.	A.M.									A.M.	
3.01	5.30	206.23	L TREVILION A	25	8.45	5.00	286.68	MENTOR A		11.30	
			3.02					2.20			
3.13	5.44	209.25	ARCO		8.30	4.48	288.88	LOUISVILLE			
			1.41					7.03			
3.20	5.50	210.66	EAGAN		8.24	4.42	295.91	FRIENDSVILLE	16		
			2.1					8.54			
3.30	6.01	212.76	A CLAIRFIELD L	8	8.15	4.33	304.45	GREENBACK	11		
								1.10			
							305.55	JENA L	60	8.00	
P.M.	A.M.				A.M.	P.M.				A.M.	
Daily ex. Sunday	Daily ex. Sunday		No. 202 is superior to No. 145 No. 144 is superior to No. 201		Daily ex. Sunday	Daily ex. Sunday				Daily ex. Sunday	
145	201				202	144				152	

Regular southward trains are superior to trains of the same class moving in the opposite direction, except as noted on Clear Fork Branch.

SOUTHWARD

CORBIN AND LOYALL

NORTHWARD

SECOND CLASS						Distance from Louisville	TIME-TABLE No. 1 Takes effect Friday October 1, 1976 12:01 a.m. Eastern Standard Time			Car Capacity of Sidings based on 55 feet per car	SECOND CLASS					
63	57	55	165	31	33		58	32	164		30	56	62			
Freight	Freight	Freight	Fast Freight	Freight	Local Freight		Freight	Local Freight	Fast Freight		Freight	Freight	Freight			
Daily P.M.	Daily P.M.	Daily A.M.	Daily A.M.	Daily ex. Sunday A.M.	Daily ex. Sunday A.M.		Daily A.M.	Daily ex. Sunday P.M.	Daily P.M.		Daily ex. Sunday P.M.	Daily P.M.	Daily A.M.			
8.00	8.00	10.30	8.00	7.00	6.30	172.12	L	CORBIN 0.68	A O		5.30	12.45	6.30	1.35	7.45	4.30
						172.80		FORBES 2.93								
						175.73		SILER 3.60								
						179.33		ARKLE 5.22		112						
						184.55		BAILEYS 2.63		69						
				7.31		187.18		HEIDRICK 1.59		Branch				12.15		
						188.77		BARBOURVILLE 14.04		140						
						202.81		PINEVILLE 2.46		154						
					8.20	205.27		HARBELL 5.23		Jct.		11.06				
						210.50		VARILLA 12.93		147						
						223.43		BLACKMONT 13.51		134						
						236.94		WILHOIT 2.66		208						
10.30	10.25	12.47	10.30			239.60	A	LOYALL	L O		1.36		12.05		3.49	11.05
P.M.	P.M.	P.M.	A.M.	A.M.	A.M.						A.M.	A.M.	P.M.	P.M.	P.M.	P.M.
Daily	Daily	Daily	Daily	Daily ex. Sunday	Daily ex. Sunday						Daily	Daily ex. Sunday	Daily	Daily ex. Sunday	Daily	Daily
63	57	55	165	31	33						58	32	164	30	56	62

Regular southward trains are superior to trains of the same class moving in the opposite direction.

LOYALL AND NORTON — SOUTHWARD

SECOND CLASS											Distance from Louisville	TIME-TABLE No. 1 Takes effect Friday October 1, 1976 12:01 a.m. Eastern Standard Time		
	63	57	39	55	165	37	35							
	Freight	Freight	Freight	Freight	Fast Freight	Freight	Freight							
	Daily	Daily	Daily	Daily	Daily	Daily ex. Sunday	Daily ex. Sunday							
	P.M.	P.M.	P.M.	P.M.	A.M.	A.M.	A.M.				STATIONS			
	10.30	10.25	1.25	12.47	10.30	10.00	7.20	239.60	L	LOYALL	O			
	10.35	10.30	1.30	12.52	10.35	10.05	7.25	240.43		0.83 BAXTER				
	10.40		1.35		10.40	10.10	7.30	242.00		1.57 HARLAN JCT.				
	10.45				10.45	10.15		242.98		0.98 DRESSEN				
	10.55				11.00 ¹⁶⁴ ₃₇	11.00 ¹⁶⁴ ₁₆₅		248.42		5.44 GLIDDEN				
	11.00				11.05	11.20		250.15		1.73 POPEVILLE				
	11.10				11.15			253.33		3.18 FLAGLER				
	11.20				11.25			258.67		5.34 SMILEY				
	11.50				11.55			260.34 243.62		1.67 HAGANS				
	12.05				12.10			248.11		4.49 HUBBARD SPRINGS				
	12.30				12.35			260.02		11.91 PENNINGTON	O			
	12.45				12.50			265.05		5.03 DRYDEN				
	1.10				1.15			275.97		10.92 BIG STONE GAP				
	1.20				1.25			279.79		3.82 APPALACHIA				
	1.55				2.00			287.97		8.18 DORCHESTER JCT.				
	2.00				2.05			290.14	A	2.17 NORTON	O			
	A.M.	P.M.	P.M.	P.M.	P.M.	A.M.	A.M.							
	Daily	Daily	Daily	Daily	Daily	Daily ex. Sunday	Daily ex. Sunday							
	63	57	39	55	165	37	35							

NOTE: Under column "Distance from Louisville" where two are shown at Hagans, Mile 260.34 refers to the Martins Fork Branch. Mile 243.62 refers to the distance from Louisville VIA Middlesboro.

Regular southward trains are superior to trains of the same class moving in the opposite direction.

NORTON AND LOYALL — NORTHWARD

TIME-TABLE No. 1 Takes effect Friday October 1, 1976 12:01 a.m. Eastern Standard Time			Car Capacity of Sidings based on 55 feet per car	SECOND CLASS										
				58	34	164	36	38	56	62				
				Freight	Freight	Fast Freight	Freight	Freight	Freight	Freight				
				Daily	Daily ex. Sunday	Daily	Daily ex. Sunday	Daily	Daily	Daily				
STATIONS				A.M.	P.M.	P.M.	P.M.	P.M.	P.M.					
A	LOYALL	0		1.36	12.10	12.05	2.00	4.30	3.49	11.05				
	0.83 BAXTER			1.31	12.04	11.20	1.51	4.25	3.44	10.20				
	1.57 HARLAN JCT.				11.59	11.15	1.45	4.20		10.15				
	0.98 DRESSEN					11.11	1.41			10.10				
	5.44 GLIDDEN	94				11.00 ²⁷ ₁₆₅	1.30			10.00				
	1.73 POPEVILLE					10.55	1.25			9.55				
	3.18 FLAGLER	75				10.47				9.47				
	5.34 SMILEY	46				10.36				9.36				
	1.67 HAGANS					10.26				9.26				
	4.49 HUBBARD SPRINGS	83				10.15				9.15				
	11.91 PENNINGTON	0	28			9.45				8.45				
	5.03 DRYDEN					9.31				8.31				
	10.92 BIG STONE GAP	80				9.09				8.09				
	3.82 APPALACHIA	39				9.01				8.01				
	8.18 DORCHESTER JCT.					8.40				7.40				
L	2.17 NORTON	0				8.30				7.30				
				A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.				
				Daily	Daily ex. Sunday	Daily	Daily ex. Sunday	Daily	Daily	Daily				
				58	34	164	36	38	56	62				

NOTE: Under column "Distance from Louisville" where two are shown at Hagans, Mile 260.34 refers to the Martins Fork Branch. Mile 243.62 refers to the distance from Louisville VIA Middlesboro.

Regular southward trains are superior to trains of the same class moving in the opposite direction.

TRAIN-ORDER OFFICES

Station	Hours Train-Order Office Open	Days Train-Order Office Closed
Latonia a.....	Continuous	None
Decoursey a.....	Continuous	None
Paris a, b.....	8:00 A.M. to 10:30 A.M.	Sunday
Corbin a.....	Continuous	None
Strawberry a.....	Continuous	None
East Louisville a.....	7:00 A.M. to 11:00 P.M.	None
Shelbyville.....	{ 8:00 A.M. to 12:00 Noon } { 1:00 P.M. to 5:00 P.M. }	Sat. and Sun.
Frankfort.....	{ 7:00 A.M. to 11:00 A.M. } { 12:00 Noon to 4:00 P.M. }	Sat. and Sun.
Lexington Yard Office.....	Continuous	None
Ravenna a.....	Continuous	None
North Hazard a.....	Continuous	None
Whitesburg a.....	{ 8:15 A.M. to 12:00 Noon } { 1:00 P.M. to 5:15 P.M. }	Sat. and Sun.
Middlesboro a.....	8:00 A.M. to 5:00 P.M.	Sunday
Pennington.....	8:00 A.M. to 5:00 P.M.	Sat. and Sun.
Norton a.....	Continuous	None
Loyall.....	Continuous	None
Jellico a.....	7:00 A.M. to 4:00 P.M.	Sunday
Etowah a.....	Continuous	None

a. Station not equipped with fixed signal as prescribed by Rule 221.

b. Applies to Paris-Maysville Branch only.

L&N movements over portions of the Norfolk and Western Railway, Clinchfield Railroad and Southern Railway will be governed by Rules, Special Instructions and Time-Table of each respective railroad, except movements over Southern Railway portion of Clear Fork Branch will be governed by L&N Rules, Special Instructions and Time-Table.

REGISTER STATIONS

Location	For	Register by Card Form 230
Decoursey Diesel Shop.....	All trains.....	All trains
Paris.....	P&M Branch trains	
Patio.....	Train 139.....	Train 139
Corbin Dispatchers Office.....	All trains.....	All trains
Maysville.....	All trains.....	
So. Louisville.....	All trains.....	
Lexington Yard Office.....	All trains.....	All trains
Ravenna Yard Office.....	All trains.....	All trains
North Hazard.....	All trains originating and terminating.....	
Middlesboro.....	All trains.....	
Cumberland Gap.....	All trains.....	
Pennington.....	Pennington—Pocket Branch trains.....	
Norton — Yard Office.....	All trains.....	All trains

REGISTER STATIONS — Continued

Location	For	Register By Card Form 230
Loyall.....	All trains.....	All trains except those which originate and terminate at Loyall
Cumberland.....	As instructed by Chief Dispatcher..	
Popeville.....	Southward trains as instructed by Chief Dispatcher	
Trevilion.....	Clear Fork Branch trains.....	
Arco.....	All trains.....	
Etowah.....	All trains.....	

CLEARANCE OF TRAINS

Stations	Trains	Requirements
Decoursey.....	All CC and LL trains originating.....	Clearance Form A.
East Louisville.....	All trains enroute to Ravenna HK Tower Sub-division.....	Clearance Form A. During office hours of operator.
Lexington Yard Office.....	All trains except C&O trains.....	Clearance Form A.
Netherland Yard Lexington.....	Southward C&O trains.....	Clearance Form A.
Ravenna.....	All trains.....	Clearance Form A.
North Hazard.....	All trains.....	Clearance Form A.
Whitesburg.....	All trains.....	Clearance Form A.
Middlesboro.....	All trains.....	Clearance Form A. During office hours of operator.

Ravenna-HK Tower Sub-division trains entering or leaving the Latonia-Louisville Sub-division at HK Tower will not be required to obtain Clearance Form A, and will, unless otherwise directed by train order, assume the same schedule or if operating as an extra train, will continue as an extra train to the designated terminal.

Trains fulfilling schedules shown below will proceed on schedules indicated without Clearance Form A.

Schedule Arriving	At Station	Proceed As
No. 35.....	Glenbrook.....	No. 34.....
No. 37.....	Popeville.....	No. 36.....
No. 39.....	Evarts.....	No. 38.....
No. 47.....	Pocket.....	No. 46.....
No. 49.....	Hagans.....	No. 48.....
No. 55.....	Lynch.....	No. 56.....
No. 57.....	Lynch.....	No. 58.....
No. 139.....	Patio.....	No. 138.....
No. 145.....	Clairfield.....	No. 144.....
No. 149.....	Eastwood.....	No. 148.....
No. 201.....	Clairfield.....	No. 202.....

CLEARANCE OF TRAINS — Continued

Except when Train Order Office is open, No. 47 may assume schedule and leave Pennington without Clearance Form A.

No. 145 may assume schedule and leave Trevilion without Clearance Form A.

No. 201 may assume schedule and leave Trevilion without Clearance Form A.

No. 159 may assume schedule and leave Maysville without Clearance Form A.

Engine number need not be shown on Clearance Form A addressed to a regular train.

YARD LIMITS

Cincinnati	Appalachia
Latonia	Dorchester Junction
Decoursey	Norton
Paris (P&M Branch)	Loyall — Baxter, except within
Winchester-Patio	CTC limits
Maysville	Harlan
Shelbyville	Benham — Lynch
West Frankfort-Cliffside	Stony Fork — Gravity Yard
Lexington	Lot — Jellico
North Hazard-Hazard	Arco
Corbin, except within	Holton — Trevilion
CTC limits	Straight Creek
Heidrick (C&M)	Kilsyth — Crooked Fork
C&M Branch — Horse Creek	Branch
Jct. to end of branch	Dossett — Marlow
Horse Creek Branch	Armona — Maryville
Middlesboro, M.R.R.	Etowah — except within CTC
Hagans — Smiley	limits

C&O Engines may use L&N Tracks at Maysville as per Rule 93.

RAILROAD CROSSINGS AT GRADE

Location	Railroad	Protection
Newport.....	C&O Railway....	Interlocking.
Winchester.....	C&O Railway....	Interlocking.
Mile 32, Bloomfield Br.....	Southern R'y.....	Gate (Electric Lock).
Lexington.....	C&O Belt.....	Electric Lock.
Louisville:		
Fourth and G Streets...	Southern.....	Interlocking.
Floyd and J Streets.....	Southern.....	Interlocking.
Willoughby, Mile C-274.25.....	Southern Railway.....	Automatic Interlocking
K&A Junction, Mile C-276.6 on passenger main between West Knoxville and Knoxville	Southern Railway.....	Interlocking
Englewood	L&N A&T Branch.....	Electric lock on derail against A&T Branch

A split-rail derail is located approximately 100 feet north of Southern Crossing on Bloomfield Branch. A standard Hayes type derail is located approximately 100 feet south of the Southern crossing.

To operate gate to cross the Southern tracks, both derails must be set to derail position. Crew member will unlock box located on west side of track and observe light indication. If light is burning green, open box on east side and move lever to unlock position so gate is released. Both derails may then be lined for movement across Southern tracks. Entire movement must be completed before either derail is re-set.

If green light is not burning in box on east side, wait five minutes and then operate gate in normal manner. If either derail is set for L&N movement before gate is unlocked, the gate cannot be opened.

If train or yard engine is stopped at Willoughby on STOP signal indication, crew member must immediately contact Train Dispatcher and be governed by his instructions.

If Train Dispatcher instructs you to press "Call On" button, this button is located in a metal box at each Absolute Block Signal at crossing. If after pressing the button you do not get a proceed signal indication, contact the Train Dispatcher for further instructions.

If the Train Dispatcher then instructs you to operate the emergency push button, which is located in box marked "L&N" at concrete bungalow, open push button box, and if light in box is burning, press push button then wait six minutes. If signal indication does not authorize movement to proceed after six minutes, flag through interlocking in accordance with Operating Rule 672.

If light in push button box is not burning, wait six minutes and then if no Southern train is in sight or hearing, press push button and wait six minutes. If signal indication does not authorize movement to proceed after six minutes, flag through interlocking in accordance with Operating Rule 672.

EXCEPTION TO RULE 99

Unless otherwise directed by train order, the following trains will not protect against following extra trains between points shown:

Trains	Between
Nos. 158 and 159	Paris and Maysville
Nos. 47 and 46	Pennington and Pocket
Nos. 35 and 34.....	Evarts and Glenbrook
Nos. 48 and 49	Hagans and Cumberland Gap
Nos. 201 and 202	Arco and Clairfield
Nos. 145 and 144	Arco and Clairfield
No. 152	Jena and Mentor

Under these instructions, extra trains must not follow regular trains between points specified, except under protection, until they are informed by train order that the regular train is protecting against their movement, or that such regular train is outside of the restricted territory.

EXCEPTION TO RULE 104(d). DERAILS ON INDUSTRIAL SPURS AND BRANCHES

For train movement purposes only, the following branches are designated as industrial spurs on which train may operate without train orders or time table schedule:

Location	Name of Branch
Jeff	Carrs Fork Branch
Lothair	Davidson Branch Spur-Buffalo Creek Spur
Typo	First Creek Branch
Dent	Leatherwood Branch
Blackey	Rockhouse Branch
Wabaco	Lotts Creek Branch
Elys	Elys — Jellico Branch (C.V.)
Yingling	Pine Mt. Branch East
Mile SF-204.8.....	Left Fork Straight Creek Branch
Mile SC-206.....	Right Fork Straight Creek Branch
Paulsen	Chenoa Branch
Ponza	Yellow Creek Branch
Crosby	Tom Creek Branch
Blackmont	Puckett Creek Branch
Kerr	Banner Fork Branch
Parkdale	Yocum Creek Branch
Evarts	Bailey Creek Branch
Highsplint	Seagraves Creek Branch
Dressen	Catron Creek Branch
Glidden	Merna Branch
Popeville	Crummies Creek Branch
Chad	Clover Lick Branch
Savoy	Pine Mt. Branch West
Clairfield.....	Clairfield to Fonde
Englewood	A&T Branch, Englewood to Athens
Englewood	A&T Branch, Englewood to Tellico Plains

Derails have been installed at the entrances of these branches.

Derail will be kept set in the normal position at all times, except when the spur is occupied by an engine or train. When the derail is set in the normal position (set to derail), it will indicate that no train or engine is operating on the spur, and movements may be made on the spur.

When the derail is set and locked off the rail it will indicate the spur is occupied by a train and no other movement may be made unless protected in accordance with Rule 99.

Trains from First Creek Branch, Carrs Fork Branch and Rockhouse Branch will push the button located near the clearance point of these branches to notify the train dispatcher they are ready to proceed. They will proceed on the proper indication.

In addition to derails listed at main track junctions for operation on industrial spurs and branches as outlined above, derails are also located in main tracks as described below. These derails are to be set and locked for main track movements unless cars are standing on main track above them, in which case they will be set and locked in normal position.

Pioneer-425 ft. south of loading track switch — Stony Fork Branch

Manchester-375 ft. from end of main track — C&M Branch

Blanche-125 ft. south of south switch of run-around track — Fox Ridge Branch

Three Point-50 ft. below tippie — Lick Branch Spur

Cairnes-315 ft. below tippie, 150 ft. north of load track switch — Major Branch.

BLOOMFIELD SPUR HERMITAGE SPUR

Not more than one movement is permitted on Hermitage Spur or Bloomfield Spur at the same time. A train may operate on either spur as necessary without orders, first ascertaining from the train dispatcher whether or not there is any other train using the spur.

SPRING SWITCHES

Name of Siding	End Located	Normal Position
Mahogany.....	South.....	For Main Track.
Wilder.....	Both.....	For Main Track.
Lewis.....	North.....	For Main Track.
Gath.....	South.....	For Main Track.
Benson.....	South.....	For Main Track.
West Frankfort.....	North.....	For Main Track.
	South.....	For Main Track.
Cliffside.....	South.....	For Main Track.
	North.....	For Main Track.
McKee.....	North.....	For Main Track.
Irvine, junction of Southward Freight Main with main track.....	North.....	For southward freight main.
Cow Creek, north end of double track	North.....	For southward main track.
Cow Creek, south end drill track and southward main	South.....	For drill track.
Pryse, south end double track.....	South.....	For northward main track.
Typo, south end of double track.....	South.....	Crossover movement to northward main.
Loyall, south lead track.....	South.....	For lead track.
Baxter, junction of Poor Fork Br.....	Junction Switch.....	For Poor Fork Branch Main.
Harlan Junction.....	South.....	For Northward main track.
Harlan Junction, junction of Martins Fork Branch.....	North.....	For Martins Fork Branch.
Hagans — Smiley, top of switch-back track on Martins Fork Br.....	North.....	For movements to or from Hagans.
Cumberland, junction of Scotia Spur.....	Junction.....	For main track.
Arco.....	Junction.....	For Arco spur.

HOT BOX DETECTOR SYSTEM CC SUB-DIVISION

Hot box indicator location	Train Direction
Mile C36.1, Catawba.....	Bi-directional
MP C62, Poindexter.....	Bi-directional
Mile C89.4, Austerlitz.....	Bi-directional
MP C118.9, Richmond.....	Bi-directional
MP C145.7, Langford.....	Bi-directional
MP L157.1, London.....	Bi-directional

EK SUB-DIVISION

Hot Box Indicator:	Approach Indicator:	Direction:
MP VB153.7, Old Landing..	Bi-directional
MP VB179.1, St. Helens.....	Bi-directional
MP VB216.3, Wolfcoal.....	Bi-directional

CV SUB-DIVISION

Hot Box Indicator:	Approach Indicator:	Direction:
North switch Varilla	South switch Varilla	Northward

KD SUB-DIVISION

Hot Box Indicator:	Approach Indicator:	Direction:
Mile C-194.3	None	Bi-directional
Mile C-217.3	None	Bi-directional
Mile C-246.4	None	Bi-directional
Mile C-309.9	None	Bi-directional

BI-DIRECTIONAL HOT BOX DETECTORS

As engine nears the hot box detector location, the engineer must alert the trainmen on the rear of the train via radio, that he is near the hot box detector. The trainmen on the rear must immediately acknowledge the engineer's transmission. This will serve as an operational check of the radio system and will alert the trainmen on the rear of the train to go to the rear of the caboose, to be prepared to record the necessary information after the caboose passes the display board. If, due to radio failure or other reasons, trainmen on caboose are not alerted by the engineer, as outlined herein, such trainmen will not be relieved of their responsibility to observe the display board and take action as required by these instructions.

After the train passes the detector site, and if a hot box has been detected, the bi-directional display board is automatically actuated to indicate the location of the hot box and will remain on for approximately 90 seconds.

If no hot boxes are detected, the display board will indicate "OOO" and the lights on top of the display board will not be illuminated. If display board is dark, train will be stopped immediately and all journals inspected for hot box.

If a hot box is detected on east (or west) side of the train, the east (or west) alarm light on top of the display board immediately starts flashing. The display board gives the location

of the hot box in terms of axle count from the hot box to the rear of the train, including the caboose, and not the number of cars. Do not overlook any 6 or 8 wheel trucks when inspecting train for detected hot box.

The flashing center light and a flashing east (or west) light means that more than one hot box has been detected on the east (or west) side of the train. The display board numbers give the location of the first hot box detected only. To locate the second hot box, if one is indicated by more than one flashing light, it will be necessary to make inspection of the train from the location of the first hot box, indicated by numbers displayed, to the rear of the train.

If both the east and west alarm lights are flashing but not the center light, this indicates a hot box has been detected on both sides of the train. The numbers on the display board indicate the location of the first hot box detected only. It will then be necessary to make an inspection of the designated car to determine on which side of the train the first detection occurred and then make an inspection on the opposite side of the train from the first hot box to the rear of the train.

The flashing of all three alarm lights signifies that one or more hot boxes have been detected on each side of the train. The display board numbers indicate the location of the first hot box detected only. It then will be necessary to make an inspection of the designated car to determine on which side of the train the first detection occurred and then make an inspection of both sides of the train from the first hot box detected to the rear of the train.

A blue rotating light mounted directly beneath the display board will become illuminated in the event that the hot box detector has failed to properly inspect the train. If this failure light (blue beacon) is illuminated, the trainmen on the rear of the train must advise the engineer and the train must be stopped for an inspection of the entire train for hot box conditions. Trainmen must observe display board for a failure indication until out of sight.

If any of the above conditions exist, except the "OOO" indication, the trainman on the rear will immediately record, on proper form, all of the information exactly as it appears on the display board and will notify the engineer accordingly so that the train can be stopped for inspection.

A trainman on the rear of the train must communicate via radio with the engineer immediately after passing the detector, regardless of whether or not an alarm indication is displayed on the display board. Example — "Just passed the hot box detector and all is normal"; or, "Just passed the hot box detector, all zero and no alarm." This is to verify that the radio is operational and that the trainman on the rear end has acknowledged the display board. If the engineer does not receive communication from the trainman on the rear of the train, he must stop the train for inspection.

When an alarm indication is given by the hot box detector, stop must be made immediately and a crew member will communicate with the train dispatcher advising him that the train has been stopped for hot box inspection.

The journal or journals indicated by the detector must be thoroughly inspected and necessary action taken. If the hot journal is not found on the car registered by the detector, crew member must inspect two cars immediately ahead and two cars immediately behind the one registered for hot journal.

In all cases, a red "hot box tag," a supply of which will be kept in all cabooses, must be attached to the journal or journals detected by the hot box detector system, and otherwise. When

practicable, mechanical forces at the next terminal must be notified.

After the train has been inspected, the train dispatcher must be advised the initials and numbers of cars registered or detected otherwise, condition of journal or journals, whether such journals were serviced and disposition of such car or cars. The same information must be included on the printed form. All required information must be shown on the forms and the forms must be signed by the employe supplying the information. This completed form must be mailed to Line-of-Road Assistant Superintendent promptly. The train dispatcher must also record duplicate information on form provided.

Trains must not stop with any portion of train on detector where bi-directional hot box detector with display boards are located when it can reasonably be avoided.

Should it become necessary for a train to stop or travel slower than 5 MPH over a hot box detector, the entire train must be stopped and manually inspected for hot boxes. Trains traveling less than these minimum limits over hot box detector will cancel any portion of the train that has been checked.

Additionally, in checking for a hot box from numerals on the display board the actual journal count must be made and consist must not be used in attempting to determine location of hot journal.

SPEED AND GROSS WEIGHT RESTRICTIONS
Restricted Speed (MPH) As Shown for Certain Equipment

Line	Line Capacity (lbs.)	Normal Speed Frt.	Engines in Series	Wrecker Nos.	Pile Driver, Locomotive Cranes, Ditchers and Other Top Heavy Equipment
			1200-1278 1400-1499 1500-1582 3554-3583 4500-4504	40026 40027	
KC Jct. and Spring Lake.....	263,000	10	.....	10	10
Spring Lake and Corbin.....	263,000	50	.....	30	30
Paris and Maysville.....	177,000	10	Note A	Barred	10
Latonia and LaGrange.....	263,000	50	.....	30	30
LaGrange and Louisville City Limits.....	263,000	50	.....	30	35
Lexington and West Frankfort.....	263,000	35	25	30	30
West Frankfort and HK Tower.....	263,000	35	25	30	30
Lexington and Winchester.....	263,000	30	25	25	25
Winchester and Blackey.....	263,000	35	.....	25	25
Blackey and Fleming.....	263,000	25	.....	20	20
First Creek Branch.....	263,000	20	Note D	10	10
Lotts Creek Branch.....	263,000	20	Barred	10	10
Blackey-Duo.....	263,000	20	Barred	10	10
Duo-Carbon Glow.....	263,000	10	Barred	10	10
Duo-Deane-Pat-Sapphire.....	263,000	20	Barred	10	10
Carr's Fork Branch.....	263,000	20	Barred	10	10
Montgomery Creek Branch.....	263,000	20	Barred	10	10
Leatherwood Creek Branch.....	263,000	20	Barred	10	10
Blair Fork Branch.....	263,000	20	Barred	10	10
Hermitage Spur.....	220,000	10	Barred	Barred	10
Bloomfield Branch.....	263,000	10	Note B Barred	Barred	10
Other Branch Lines.....	263,000	20	Barred	Barred	10
Through Wye at Latonia.....	263,000	15	.....	15	15
Newport and Cincinnati Bridge.....	220,000	15	Barred	Barred	10
Latonia and Newport.....	263,000	10	Note C	10	10
Through Wye at Patio (south leg).....	263,000	8	.....	8	8
Corbin and Harbell.....	263,000	35	.....	25	25
Harbell and Middlesboro.....	263,000	25	.....	15	15
Middlesboro and Ewing.....	263,000	25	Barred	Barred	25
Ewing and Hagans.....	220,000	25	Note E	Barred	25
Hagans and Norton.....	263,000	35	.....	25	25
Heidrick and MP CQ205.....	263,000	25	.....	20	20
Mile Post CQ205 and end of branch.....	263,000	10	.....	10	10
Horse Creek Branch.....	263,000	10	.....	10	10
Pine Mountain RR — East.....	220,000	10	Barred	Barred	10
Pineville and Viall.....	263,000	25	.....	15	15
Left Fork Straight Creek Branch.....	220,000	15	.....	15	15

SPEED AND GROSS WEIGHT RESTRICTIONS — Continued
Restricted Speed (MPH) As Shown for Certain Equipment

Line	Line Capacity (lbs.)	Normal Speed Frt.	Engines in Series	Wrecker Nos.	Pile Driver, Locomotive Cranes, Ditchers and Other Top Heavy Equipment
			1200-1278 1400-1499 1500-1582 3554-3583 4500-4504	40026 40027	
Harbell and Loyall.....	263,000	25	.....	25	25
Loyall and Lynch.....	263,000	30	.....	25	25
Cumberland and Scotia.....	263,000	25	.....	15	15
Harlan Jct. and Glenbrook.....	263,000	25	.....	25	25
Yellow Creek Branch.....	263,000	25	.....	25	25
Tom's Creek Branch.....	263,000	10	Barred	10	10
Pucketts' Creek Branch.....	263,000	25	Barred	15	15
Banner Fork Branch.....	263,000	15	Barred	10	10
Loyall and Hagans.....	263,000	30	.....	20	20
Dressen and Liggett.....	263,000	25	Barred	10	10
Gulston and Yancey.....	263,000	15	Barred	10	10
Glidden and Merna.....	263,000	20	.....	15	15
Popeville and Three Point.....	263,000	10	.....	10	10
Cato and Crummies.....	263,000	10	.....	10	10
Yocum Creek Branch.....	263,000	10	Barred	10	10
Paulsen and Olcott—Chenoa Branch.....	220,000	10	Note F	Barred	10
Olcott and Cairnes—Major Branch.....	220,000	10	Note F	Barred	10
Middlesboro R.R.....	263,000	25	.....	20	20
Fork Ridge Branch.....	263,000	15	.....	15	15
Pennington and Pocket.....	263,000	20	Barred	Barred	15
Bell-Jellico Branch, Surran to Ruby.....	220,000	10	Note B	Barred	10
Black Mtn. RR, Pennington to Remmerer Gem No. 2 (SRS).....	210,000	10	Barred	Barred	10
Baileys Trace Branch, St. Charles to Bonny Blue (SRS).....	210,000	10	Barred	Barred	10
Fawn's Branch, Paskert to Valee (SRS).....	210,000	10	Barred	Barred	10
Monarch Branch, Turners Sta. to Imperial (SRS).....	210,000	10	Barred	Barred	10
Corbin and Highcliff.....	263,000	50	.....	30	30
Highcliff and LaFollette.....	263,000	25	.....	20	20
LaFollette and Willoughby.....	263,000	50	.....	30	30
MP C-274 and C-276.1.....	263,000	20	.....	20	20
Tenn. River Bridge and MP C-334.....	263,000	50	.....	30	30
MP C-334 and MP C-335.....	263,000	30	.....	30	30
Mentor and Jena (Old Line).....	258,000	20	Barred	20	20
Pine Mountain Branch West.....	251,000	15	Barred	10	10
Trevillion and Arco.....	220,000	15	.....	15	15
Arco and Fonde.....	220,000	15	Barred	15	15
Dossett and Oliver Springs.....	263,000	15	.....	15	15
Oliver Springs and Harriman (SRS).....	220,000	SRS	.....	SRS	SRS
Second Creek Spur, Knoxville.....	251,000	15	Barred	Barred	10
Athens and Tellico Branch.....	251,000	15	Barred	10	10
Third Creek Spur, Knoxville.....	220,000	15	Barred	10	10
Dale Avenue Spur, Knoxville.....	220,000	10	Barred	10	10
Armona and Maryville.....	263,000	15	Barred	15	15

NOTE A: No engine exceeding 198,000 lbs. may be used.

NOTE B: No engine exceeding 258,500 lbs. may be used.

NOTE C: Five (5) 4-axle units is maximum number to be used.

NOTE D: Engines restricted to clearance point at north end Blue Diamond.

NOTE E: Single unit only permitted with maximum gross weight 258,000 lbs. Locomotive to be followed by a 4-axle car not exceeding 210,000 lbs. gross weight.

NOTE F: Maximum gross weight permitted is 236,300 lbs.

SPEED RESTRICTIONS (Curves, Other Conditions)

Mile Location Between	M.P.H.
Latonia to Paris	
C- 2.4 to C- 5.1.....	10 (Both mains)
C- 5.1 to C- 9.9.....	10
C- 9.9 to C- 12.3.....	30 (N. B. main)
C- 9.9 to C- 11.3.....	30 (S. B. main)
C- 11.3 to C- 12.3.....	15 (S. B. main)
C- 12.3 to C- 14.8.....	40 (Both mains)
C- 20.0 to C- 25.3.....	40
C- 25.3 to C- 29.1.....	30 (Both mains)
C- 29.1 to C- 29.9.....	25 (Both mains)
C- 29.9 to C- 33.1.....	45 (Both mains)
C- 33.1 to C- 36.7.....	40 (Both mains)
C- 36.7 to C- 37.3.....	35
C- 37.3 to C- 40.1.....	40
C- 40.1 to C- 40.9.....	25
C- 40.9 to C- 42.9.....	40
C- 42.9 to C- 43.6.....	35
C- 43.6 to C- 45.7.....	40
C- 47.3 to C- 48.2.....	35 (Both mains)
C- 48.2 to C- 55.2.....	40 (Both mains)
C- 55.2 to C- 58.7.....	45 (Both mains)
C- 58.7 to C- 59.6.....	40
C- 63.7 to C- 65.3.....	40 (Both mains)
C- 65.3 to C- 67.2.....	20 (Both mains)
C- 67.2 to C- 69.3.....	45 (Both mains)
C- 69.3 to C- 70.4.....	35 (Both mains)
C- 70.4 to C- 71.7.....	40 (Both mains)
C- 71.7 to C- 79.6.....	40
Paris to Winchester	
C- 79.6 to C- 81.3.....	35 (Both mains)
C- 81.3 to C- 82.7.....	40 (Both mains)
C- 92.8 to C- 93.4.....	45
Winchester to Sinks	
C- 96.2 to C- 96.9.....	10 (Both mains)
C- 96.9 to C- 97.7.....	20 (Both mains)
C- 97.7 to C- 99.9.....	45 (N.B. main)
C- 97.7 to C-103.4.....	45 (S.B. main)
C- 99.9 to C-107.1.....	25 (N.B. main)
C-103.4 to C-106.3.....	25 (S.B. main)
C-106.3 to C-108.2.....	35 (S. B. main)
C-107.1 to C-108.2.....	35 (N. B. main)
C-108.2 to C-120.4.....	35
C-120.4 to C-123.3.....	45
C-138.6 to C-139.4.....	45 (Both mains)
C-142.5 to C-146.6.....	40
C-146.6 to C-149.3.....	35
C-149.3 to C-151.1.....	35 (Both mains)
Sinks to Corbin	
C-151.1 to L-143.8.....	30 (Both mains)
L-143.8 to L-152.8.....	25 (Both mains)
L-152.8 to L-154.2.....	35 (Both mains)
L-154.2 to L-159.3.....	45 (Both mains)
L-163.7 to L-164.7.....	40
L-166.6 to L-171.0.....	40
L-171.0 to L-172.0.....	25

Mile Location Between	M.P.H.
Corbin to Etowah	
C-172.0 to C-175.6.....	25
C-178.0 to C-180.0.....	40
C-180.0 to C-181.8.....	45
C-181.8 to C-184.1.....	35
C-184.1 to C-187.3.....	40
C-187.3 to C-190.6.....	35
C-192.5 to C-193.3.....	40
C-193.3 to C-194.2.....	35
C-194.2 to C-196.0.....	45
C-196.0 to C-202.8.....	35
C-202-8 to C-224.5.....	25
C-227.2 to C-228.1.....	40
C-230.1 to C-231.3.....	40
C-231.3 to C-237.3.....	35
C-242.5 to C-242.9.....	45
C-249.2 to C-250.0.....	40
C-250.0 to C-251.0.....	25
C-251.0 to C-252.8.....	35
C-252.8 to C-255.3.....	45
C-255.3 to C-257.5.....	40
C-257.5 to C-258.5.....	35
C-258.5 to C-259.0.....	30
C-259.0 to C-261.5.....	35
C-361.5 to C-263.0.....	45
C-263.0 to C-265.1.....	40
C-266.5 to C-268.5.....	40
C-268.5 to C-273.5.....	35
C-273.5 to C-276.0.....	20
C-276.0 to C-277.0.....	35
C-280.5 to C-282.1.....	30
C-284.0 to C-284.5.....	40
C-287.0 to C-287.5.....	45
C-289.5 to C-300.0.....	35
C-326.6 to C-329.5.....	45
C-329.5 to C-331.0.....	40
C-332.0 to C-333.5.....	35
C-333.5 to C-335.0.....	25
Patio to Ravenna	
W&I-208.1 to W&I-221.2.....	35
W&I-221.2 to W&I-221.9.....	25
W&I-221.9 to W&I-227.4.....	35
W&I-227.4 to W&I-227.6.....	30
W&I-227.6 to W&I-232.4.....	35
W&I-232.4 to VB -144.9.....	25
Ravenna to Pryse	
VB-144.9 to VB-149.5.....	30 (S.B. main)
VB-145.3 to VB-148.5.....	30 (N.B. main)
VB-148.5 to VB-149.5.....	25 (N.B. main)
VB-149.5 to VB-149.7.....	10 (N.B. main)
VB-149.5 to VB-150.9.....	25 (S.B. main)

**SPEED RESTRICTIONS (Curves, Other Conditions)—
Continued**

Mile Location Between	M.P.H.
Pryse to Perritt	
VB-150.9 to VB-156.1.....	30
VB-156.1 to VB-158.2.....	25
VB-158.2 to VB-176.0.....	30
VB-176.0 to VB-176.8.....	25
VB-176.8 to VB-178.8.....	30
VB-178.8 to VB-178.9.....	25
VB-178.9 to VB-182.2.....	30
VB-182.2 to VB-186.0.....	25
VB-186.0 to VB-187.5.....	30
VB-187.5 to VB-202.0.....	25
VB-202.0 to VB-213.8.....	30
VB-213.8 to VB-222.9.....	25
VB-222.9 to VB-224.8.....	30
Perritt to Typo	
VB-224.8 to VB-226.5.....	30 (S.B. main)
VB-224.8 to VB-225.3.....	25 (N.B. main)
VB-226.5 to VB-227.2.....	25 (S.B. main)
VB-225.3 to VB-228.0.....	30 (N.B. main)
VB-227.2 to VB-230.1.....	30 (S.B. main)
VB-228.0 to VB-230.8.....	25 (N.B. main)
VB-230.1 to VB-230.8.....	25 (S.B. main)
VB-230.8 to VB-233.2.....	30 (S.B. main)
VB-230.8 to VB-235.9.....	30 (N.B. main)
VB-233.2 to VB-233.5.....	25 (S.B. main)
VB-233.5 to VB-236.5.....	30 (S.B. main)
VB-235.9 to VB-237.1.....	25 (N.B. main)
VB-236.5 to VB-237.1.....	25 (S.B. main)
Typo to Hazard Yards	
VB-237.1 to VB-240.5.....	25
VB-240.5 to VB-241.3.....	10
Hazard to Fleming	
VB-243.2 to VB-252.8.....	25
VB-252.8 to VB-264.9.....	30
VB-264.9 to VB-283.8.....	25
VB-283.8 to VB-284.6.....	10
VB-284.6 to VB-297.6.....	25
Lexington to North Cabin	
W-101.7 to VB- 99.2.....	25
H.K. Tower to Lexington	
W- 64.6 to W- 66.7.....	10
W- 66.7 to W- 71.1.....	20
W- 78.3 to W- 82.4.....	25
W- 82.4 to W- 92.2.....	30
W- 92.2 to W- 97.8.....	15
Corbin to Harbell	
CV-172.0 to CV-176.3.....	25
CV-176.4 to CV-176.6.....	10
CV-179.0 to CV-180.6.....	25
CV-198.1 to CV-198.9.....	30
CV-201.2 to CV-206.0.....	30

Mile Location Between	M.P.H.
Harbell to Loyall to Lynch	
WB-238.0 to WB-241.0.....	15
WC-262.9 to WC-265.0.....	25
Hagens to Norton	
CV-243.5 to CV 250.3.....	30
CV-255.2 to CV-256.6.....	25
CV-262.8 to CV-274.9.....	30
CV-277.8 to CV-290.0.....	25
Harbell to Hagens via Middlesboro	
CV-206.9 to CV-207.3.....	15
CV-207.8 to CV-208.4.....	15
CV-215.4 to CV-215.7.....	10
CV-218.5 to CV-219.8.....	15
CV-234.4 to CV-236.6.....	10
CV-239.0 to CV-239.6.....	15

SPEED TABLE

This table is for information in determining speed per mile and in no way affects rules or instructions governing speed of trains.

Miles Per Hour	1 Mile in		Miles Per Hour	1 Mile in	
	Mins.	Secs.		Mins.	Secs.
5	12	00	43	1	23
10	6	00	44	1	21
15	4	00	45	1	20
20	3	00	46	1	18
25	2	24	47	1	16
30	2	00	48	1	15
31	1	56	49	1	13
32	1	52	50	1	12
33	1	49	51	1	10
34	1	45	52	1	09
35	1	42	53	1	07
36	1	40	54	1	06
37	1	37	55	1	05
38	1	34	56	1	04
39	1	33	57	1	03
40	1	30	58	1	02
41	1	27	59	1	01
42	1	25	60	1	00

**TRACKAGE ON CV SUB-DIVISION NOT TO BE
USED BY 6-AXLE ENGINES**

Bailey Spur Track
 Barbourville — Penn & Jellico Grocery
 — House Track
 — Team Track
 — Rapp Lumber
 — K&V Tracks
 — Mintons and Runaround
 Ely Branch
 Pine Mountain Branch
 Powder Mill Track

Straight Creek Branch beyond South Switch Pineville interchange track (Except for Viall Unit Train which cannot use engines 1400-1432 and 1500-1525).

Chenoa Branch
 Yellow Creek — Beyond derail at Roaring
 Varilla Mine Tracks
 Toms Creek Branch
 Pucketts Creek Branch
 Blackmont House Track and No. 2 Interchange Track
 Cardinal Mine Tracks
 Sanborn Mine Tracks
 Molus Spur
 Wallins Spur
 Banner Fork Branch
 Wilhoit House Track
 Baxter House Track

POOR FORK

Gaynor — Beyond clearance point
 Gatun Scrap Track
 Nolansburg Mine Track
 Pine Mountain #2 — Both ends
 Dione House Track
 Chad House Track
 Hurricane Gap — Both ends
 Cumberland Wye Track
 Scotia Branch
 Benham Yards — Can pick up but not run through load tracks.
 Crossover south end load yard condemned for all engines.
 Empty tracks beyond clearance point except to set off.
 Lynch Yards — House Track beyond clearance point. Load and empty tracks, beyond clearance point except necessary to set off or pick up.

CLOVER FORK

Harlan — All tracks
 Ages — Crossover and House Track
 Verda Lumber Track — Beyond clearance point
 Harcrow — All Tracks
 Yocum Creek Branch
 Evarts Yard — Beyond clearance point all tracks
 Baileys Creek Spur
 Evarts Wye Track
 Seagrave Spur (Hilo) south of unit loading tipple and House Track
 Louellen Runaround Track
 Glenbrook Runaround Track

MARTINS FORK

Harlan — #1 Wye Track
 — #2 Wye Track
 — Armory Siding — Beyond clearance point
 — Harlan Siding — Beyond clearance point
 Catrons Creek Branch
 Kay (Bland)
 Bennett (V&C, Charlotte) — Beyond clearance point except as necessary to place empties
 Merna Branch — South of unit loading tipple
 — Lenarue
 Lick Branch Spur — Crummies Creek, south of unit loading tipple at Karen
 Smith Mine Track
 Smiley — Storage Track, beyond clearance point.

HAGANS TO NORTON

Hubbard Springs — House Track
 Pennington — P&P Wholesale
 — Old Engine Track
 — Oil Spur
 Pennington Branch — Beyond Bridge No. 1
 Dryden — House Track, beyond clearance point
 Blackwood Spur
 Harbell to Hagans on CV

EXCEPTIONS TO NORMAL SPEED

Trains operating with six (6) axle locomotives must not exceed twenty-five (25) miles per hour between HK Tower and Winchester.

Loaded movements of welded rail will be handled in special train movements only and speed must not exceed forty (40) miles per hour.

Trains will not exceed ten (10) miles per hour in sidings or through turnouts and crossovers, except as listed below.

No. 20 turnouts equipped with 39 foot curved switch points at:

Crossover Ryland	40 mph
Turnout EDT Visalia	40 mph
Turnout EDT Demossville	40 mph
Turnout EDT Catawba	40 mph
Turnout EDT Uma	40 mph
Turnout EDT Robinson	40 mph
Turnout EDT Oliver	40 mph
Turnout EDT Clay	40 mph
Turnout EDT James	40 mph

No. 15 equilateral turnouts at:

Boonsboro	40 mph
Dudley	40 mph
Calif.	40 mph
Perth North	40 mph
Perth South	25 mph
Frantz	40 mph

No. 15 turnouts and crossovers:

Turnout EDT Kellers	30 mph
Crossover Licking	30 mph
Turnout to Ravenna-HK Tower sub-division at North Cabin	30 mph
Crossover at North Cabin	30 mph
Crossover at Paris	30 mph
Crossover at Flanagan	30 mph
Crossover at Ford	30 mph
Turnout EDT Gap	30 mph
Turnout EDT Roundstone	30 mph
Turnout to Ravenna-HK Tower sub-division to Patio	30 mph
Turnout to EK Siding Patio	30 mph
Turnout EDT Perritt	25 mph
Crossover Typo	25 mph

AESX tank cars in Series 10841 through 10865 are restricted to forty-five (45) miles per hour, either loaded or empty.

Solid trains of loaded open top hopper cars, or other trains having 25 or more loaded open top hopper cars in consist, must not exceed forty (40) miles per hour. In territory where maximum speed of freight trains is less than 40 miles per hour, the lower speed must be observed. These instructions do not apply to loaded chip wood cars in Series L&N 31000 to 32054. It will be the responsibility of the conductor to notify the engineer of train when consist of train makes these instructions applicable, and both the conductor and engineer are responsible for their observance.

Scale test cars L&N 41498, 41499, 41500, and 41504 are restricted to twenty-five (25) miles per hour and must be handled next to cabooses.

Converted M-1 Steam Engine Tenders (Diesel Fuel Tanks) in series 40912-40917 must be handled in local freight service, not more than four (4) cars ahead of cabooses. Where two (2) such cars are handled in the same train, they must not be coupled to each other.

Such cars in series 40966-40987 equipped with six (6) 100-ton capacity axles, when loaded, have a gross weight of approximately 350,000 lbs. Because of their heavy weight, these cars must be handled near the head end of train.

The movement and handling of these cars coupled together is not only prohibited in line of road service, but also prohibited in switching movements.

It will be the responsibility of the conductor to notify the engineer of train when consist of train makes these instructions applicable, and both the conductor and engineer are responsible for their observance.

Trains picking up cars on line of road that have previously been set out account hot box and repaired will not exceed five (5) miles per hour for the first ten minutes, then gradually increase the speed during the next ten minutes to twenty-five (25) miles per hour, and this 25 miles per hour must not be exceeded during the trip to the next terminal where repairs can be made. Cars picked up must be placed in train either near the engine or caboose where they can be readily seen by members of the crews, and a close watch must be maintained so that appropriate action can be taken in the event the journal again becomes overheated.

Six-axle freight locomotives may not be operated on any team, house or industrial track except the team track at Winchester and the following tracks of South Fork No. 2 Coal Co. — No. 1, 2 and 3 empty tracks to clearance point; No. 1 storage track north end to clearance point of No. 2 storage track; and No. 2 storage track north end of clearance point of No. 1 storage track at Jackson.

MISCELLANEOUS SPECIAL INSTRUCTIONS

Emergency telephones are located at ends of sidings and at ends of double track.

Occasionally we experience heavy rains over portions of the Division. When this occurs operate trains and engines carefully where slides and washouts are liable to occur.

Each engineer, as soon as possible after departing originating terminal, must check speedometer of the unit operating from

for accuracy. This must be done by checking time by standard watch between mile posts and apply to Speed Table in current time-table. Any inaccurate or inoperative speedometer must be listed on locomotive inspection report at end of trip.

All crew members of trains passing through slow order track areas must keep as close lookout as possible over their train to detect any derailed equipment. Crew members on caboose will be expected to be on rear platform while moving over slow order track areas, observing train ahead closely as possible and also being on lookout for any new tie or track damage to indicate derailed equipment in the train.

When loaded woodchip shipments are being hauled in open top cars in trains with coal or other contaminating products, the woodchips must be handled ahead of the coal or contaminating products.

M. of W. camp cars and like equipment must be handled in local train service insofar as practicable.

When necessary to handle M. of W. cars in tonnage trains, they must be placed next ahead of caboose on the rear.

When moving dead locomotive units in trains, they must be handled next to the engine as long as total unit consist does not exceed weight limitations on track structure and bridges.

Mixing dead locomotive units with cars back in train must be avoided.

In no event will more than six units be handled on any one train.

When a train holding a Form W train order is to perform construction work for the maintenance foreman named in the Form W train order, such train must be admitted into the limits of the Form W train order in the manner prescribed by Rule 40(a), Paragraph (1).

Once such train has been so admitted into the limits of the Form W train order, the train becomes a part of the M. of W. equipment. If a subsequent train is to be cleared while the work train is still within the limits, the work train must also clear up as well as the other M. of W. machinery and equipment, and the maintenance foreman named in Form W train order must not advise such other train that the track is clear unless the work train is also clear.

Such work train may leave the limits protected by the Form W train order at the same point as the limits were entered, if desired. Once the work train has left the limits, it must not reenter the limits except as provided by Rule 40(a), Paragraph (1).

It is emphasized that this applies only to a train to perform construction work, for example, unloading ballast, ties, other track or bridge material, etc., for the maintenance foreman named in the order.

If a turnaround run needs to enter the limits of a Form W train order for switching, or for any purpose other than to perform construction work for the M. of W. foreman named in the order, such train, in addition to being admitted into the limits as prescribed by Rule 40(a), Paragraph (1), must move entirely through and beyond the limits and be readmitted into the limits as prescribed by Rule 40(a), Paragraph (1). In other words, a train other than a train to perform construction work for the M. of W. foreman named in the Form W train order may not make a reverse movement within the limits of such Form W train order.

FRANKFORT, KENTUCKY

Unless authorized by train dispatcher or agent at Frankfort, all trains are restricted from passing through Frankfort between the following hours:

7:45 A.M. to 8:10 A.M.
 11:50 A.M. to 12:10 P.M.
 12:50 P.M. to 1:05 P.M.
 4:25 P.M. to 4:50 P.M.

Southward trains will not pass High St. Northward trains will not pass Taylor Ave. (Stop clear of Benson Valley Road so as not to actuate flasher signals at Taylor Ave.)

Before entering High Street crossing from yard lead at Frankfort, movement must be stopped and preceded by flagman with proper flagging equipment. Movement must not be resumed until all traffic has stopped and way is clear.

CC SUB-DIVISION MAYSVILLE BRANCH

Between 8:00 A.M. and 5:00 P.M. daily except Saturday and Sunday sectionmen and bridgemen on the Paris-Maysville Branch will only protect against regularly scheduled trains between Paris and Maysville. When more than one section of regularly scheduled train is operated, or when an extra train is operated between 8:00 A.M. and 5:00 P.M., Saturday and Sunday excepted, it will be preceded by a motor car to notify sectionmen, bridgemen and others concerned of the operation of such train.

The train dispatchers, when issuing orders to extra section of regularly scheduled train or to extra train being operated on the Paris-Maysville Branch during the above hours, will add the following to the order: "Motor car is preceding you to notify sectionmen, bridgemen and others of the section or the extra following." If your order does not contain this information call the attention of the train dispatcher to the matter.

FORT ESTILL

Trains must not exceed five (5) miles per hour in Government Yard, Ft. Estill.

EK SUB-DIVISION

Trains must not exceed five (5) miles per hour when passing over the scale at Pryse, Mile VB-150.

All northbound trains approaching scales at Pryse, Kentucky to be weighed should contact the yard office on radio prior to passing MP 151. Train should then reduce speed to four (4) miles per hour until complete train has passed over the scales.

There are five speed control lights located on the engineers side north of the scales. The first light is located 500 feet north of scales and the remaining 4 at approximately 1000 feet intervals. The speed of the train approaching the scales is to be governed by these speed control light indications.

The lights will display the following aspects:

1. Continuous white light — indicates normal weighing speed of 1-4 miles per hour.
2. Flashing white light — 45 flashes per minute — indicates speed in excess of four (4) miles per hour, still within weighing limits, but speed should be reduced until continuous white light is displayed.
3. Flashing white light — 120 flashes per minute — indi-

cates over-speed and incorrect weights. Engineer should advise yard office of over-speed condition, stop train, and upon receipt of permission from dispatcher, back up and re-weigh complete train.

In order to properly re-weigh the complete train, it will be necessary to back the train clear of the signal located approximately 1400 feet south of the scales and wait for the speed control lights to extinguish. Then proceed over the scales governed by the speed control lights. After the engine has passed the scales, the speed lights indicate the speed of the car as it is being weighed and not the speed of the head end of the train.

When loading cars at fast loading tipples, crews should look over the conditions of flangeways in the tracks so as to avoid derailments in the vicinity of these tipples.

Finding flangeways in such conditions that they would create derailments, the matter must be promptly reported to the mine operators, also report made to Trainmaster as soon as possible.

CITY ORDINANCES, MAXIMUM SPEED OF TRAINS

City Ordinances in effect within the city limits of the following and restrict the speed of trains over street crossings and through streets in miles per hour as follows:

Beattyville	15	Frankfort	10	Newport	15
Butler	25	Lexington		Paris	35
Carlisle	6	City Limits	15	Richmond	35
Covington	20	Over streets.....	12	St. Matthews	30
Cynthiana	20	London	35	Whitesburg	10
East Bernstadt.....	20	Midway	25	Winchester	15

On the Bloomfield Spur trains will not exceed six (6) miles per hour between Bloomfield Junction and the Southern Railway crossing and in addition will flag over Main Street crossing.

Trains will not exceed twenty-five (25) miles per hour through Anchorage to permit crossing gates to go down. Crossing gates at Glenbrook Road, north of HK Tower, will not operate for southward movements when southward home signals at HK Tower are indicating stop. Crossing gates at Grey Tower Avenue, just south of HK Tower, will not operate for northward movements when northward home signal at HK Tower is indicating stop. When necessary to pass either of these signals indicating stop, as provided for in Rule 509(a), a flagman must precede train being moved onto crossing.

Williamsburg	25 MPH
Knoxville	30 MPH
Vonore	25 MPH

CITY ORDINANCES AND REGULATIONS, OTHER THAN MAXIMUM SPEED OF TRAIN

Anti-whistling ordinances in effect within the city limits of the following. Signal 14(m) will not be sounded approaching Paris.

St. Matthews	Midway
Anchorage	Paris
Cynthiana	Richlawn
Falmouth	Richmond
Frankfort	Shelbyville
Lexington	Simpsonville
Louisville	Winchester
Maysville	

The use of the whistle in the above cities is prohibited ex-

cept in case of emergency. Engine bell will be sounded continuously within the city limits except at Anchorage where it will be rung not to exceed one (1) minute as a signal that a standing train is about to start. Southward trains will use the engine bell only approaching Old Harrods Creek Road crossing. On northward trains the whistle and bell will be sounded in accordance with the rules approaching this crossing.

The engine whistle will not be sounded in the town limits at Appalachia, Virginia except when actual danger to life or property is to be looked for from failure to sound the whistle, and except that northward trains will sound the standard road crossing whistle signal approaching the grade crossing just north of Double Cut.

The following ordinance is effective within the limits of the Town of Norton, Virginia:

"Section 91. Be it ordained by the Town Council of the Town of Norton that any employe of the Norfolk and Western R'y Co., or the Louisville and Nashville R.R. Co., or any other person who shall cause a locomotive whistle to be blown within the corporation unnecessarily shall be fined not less than two and one half dollars nor more than five dollars for each offense."

The following ordinance is effective within the limits of the Town of Big Stone Gap, Virginia.

"Section 1. It shall be unlawful for any Railroad Company or any receiver or trustee operating a railroad, to obstruct for a longer period than five minutes the free passage on any highway, street or public way by standing cars or trains across the same.

Section 2. That should a train be required to stand for a period of more than five (5) minutes, a passway shall be kept open to allow a normal flow of traffic.

Section 3. That the time required to pump up air, not to exceed three (3) minutes, after recoupling shall be included in considering the time such train was standing across the highway, street or public way.

Section 4. Any such railroad company, receiver, trustee, engineer or driver violating the provisions of this Ordinance shall be fined not less than five (\$5.00) nor more than twenty (\$20.00) dollars.

Section 5. WHEREFORE, This Ordinance shall take effect and be in force from and after the earliest period allowed by law."

Etowah, Tennessee Municipal Code Sec. 12-211 reads as follows:

"12-211. Operation of trains at crossings regulated. No person shall operate any railroad train across any street or alley without giving a warning of its approach as required by state law; nor shall he make such crossing at a speed in excess of twenty-five (25) miles per hour. It shall also be unlawful to stop a railroad train so as to block or obstruct any street or alley for a period of more than five (5) consecutive minutes."

AUTOMATIC BLOCK SIGNAL SYSTEM LIMITS

Automatic Block Signal System Rules are effective between:

KC Junction and Latonia
Point Isabella and Latonia
HK Tower and Frankfort Ave., Louisville
HK Tower and L&N Junction (Lexington)
Cow Creek and Pryse.
Grimes and Typo (Southward Main)

Between East Louisville and HK Tower, Cow Creek and Pryse and between Grimes and Typo trains will move in accordance with Rules D-251 through D-254.

Rules 21-21A are not in effect between East Louisville and HK Tower, Latonia and Decoursey, Cow Creek and Pryse, Grimes and Typo.

Hagens Tunnel

Cumberland Gap Tunnel

EXCEPTION TO RULE 513 AT LEXINGTON

Before a train enters or fouls the main track within yard limits, Lexington, Ky., a member of the crew must operate the switch and wait ten (10) minutes at the switch before making the movement, except immediately after a train has passed the switch.

CENTRALIZED TRAFFIC CONTROL SYSTEM LIMITS

CC SUB-DIVISION:

Between Spring Lake and Corbin

EK SUB-DIVISION:

Between Patio and end of double track at Cow Creek
Between end of double track at Pryse and North Hazard,
except between Grimes and Typo on Southward Main
Between Hazard and Blackey

CV SUB-DIVISION

Between Corbin and Loyall

KD SUB-DIVISION

Between Corbin and Etowah

A train entering main track through switch equipped with electric lock on "Unlocked" indication, as prescribed by Rule 558, must proceed at Restricted Speed to the next block signal displaying an indication permitting the train to proceed at a speed more favorable than Restricted Speed.

Where Normal Speed is more than 20 miles per hour, trains must not clear main track at hand operated switches to meet or be passed by another train, except where such hand operated switch is equipped with electric lock. Trains using hand operated switch not equipped with electric lock must leave the main track occupied by engine or cars, or main track switch open.

INTERLOCKING

Interlocking rules are effective:

Newport	Decoursey
KC Junction	Spring Lake
Latonia	Winchester
Rosedale	L&N Junction

Corbin: At junction of main track and yard lead at north end Corbin yard.

Baxter — Loyall

Willoughby: Mile C-274.25

K&A Jct.: Between West Knoxville and Knoxville, Mile C-276.6.

HELPER ENGINES BETWEEN JACKSON AND OAKDALE

Northward trains requiring helper assistance will stop between switches at Jackson to secure same, except when siding is blocked and/or on instructions of train dispatcher.

After northward freight train requiring helper engine service stops at Jackson for that purpose, the helper engines should be coupled to the rear of the train, automatic brake valve cutout cock on helper engines should be closed and train line angle cocks between engines and on rear of caboose opened.

The air brake system on the train should then be charged to not less than 5 pounds below standard pressure for that train, and a 20 pound brake pipe reduction made by the engineer in charge of train to determine whether air brakes apply on the helper engines. If the air brakes apply, signal should be given the engineer in charge of train to release the air brakes; inspection must be made to determine that brakes on helper engines have applied and released.

After the foregoing test has been made the engineer of helper engine will be so notified.

Northward trains will be pushed with helper engines behind the caboose. The train will not be stopped for helper engines to be detached and when caboose reaches cut off board near Yeadon, conductor or trainman of train being assisted will arrange to make use of the uncoupling rod to close angle cock at rear of caboose and separate air hose, permitting emergency application of brakes on helper engines. The enginemen of helper engines will handle their engines accordingly.

When the equipment is too weak to withstand the helper engines pushing, the helper engines must be cut into the train ahead of such equipment and arrangements be made as necessary with full understanding of all concerned as to putting train together after it has been helped over the grade.

Trains must sound whistle approaching Haddix fast loading tipple, Mile VB 204.

All branches Hazard Area. Crews handling train with 100 ton hoppers loaded or empty will not exceed 10 miles per hour.

Six-axle locomotives are restricted to twenty-five (25) miles per hour on curves between Mile Post VB-182 and VB-223.

Northward trains will not exceed five (5) miles per hour departing Hazard Yards.

MOVEMENT ON NORTHWARD SIDING BETWEEN COMBS AND TYPO

The northward siding may be used by southward trains with the permission of the train dispatcher.

Any train or engine occupying the northward siding between Combs and Typo, after clearing that track, must receive permission from the train dispatcher before reoccupying it.

Trains operating from North Hazard to Ravenna, or from Jackson to Ravenna, will, in the absence of special instructions to the contrary, handle only the Gentry to Chenowee (with helpers) ratings for such trains.

CV SUB-DIVISION

Trains must approach public road crossing north of double cut north of Appalachia at Restricted Speed.

SPEED RESTRICTIONS AND CAR LIMITS ON DESCENDING GRADES

Freight trains descending following grades will not exceed speeds indicated, and will be governed by car limits shown:

Location of Grade	Miles Per Hour	Car Limit
Lynch to Cumberland	15	
Cairnes to Olcott	10	20
Fork Ridge to Gravity Yard	15	35

USE OF AIR BRAKES AT LYNCH

Air brakes will be tested immediately before departure of all freight trains from Lynch, and if from any cause a train is delayed at Lynch after air brakes are tested, a second test will be made.

Trains will be started from Lynch only on signal from conductor (after it is known by him that brake pipe pressure gauge in caboose shows required pressure). When radio communications fail, flagman and brakeman will locate themselves on or alongside train so as to be in a position to pass signals.

After starting train out of load track engineer will immediately initiate a service brake pipe reduction of 7-9 lbs., this application to be made before train attains a speed of ten (10) miles per hour. If the initial 7-9 lbs. reduction fails to control train speed, the engineer will immediately place brake valve in emergency position and sound one short blast of the whistle, which will be a signal for conductors valve in caboose to be opened and for hand brakes to be applied by trainmen.

After application of brakes have been made under the foregoing conditions, the conductor after train has been brought to a stop will confer with engineer to ascertain the conditions that made an emergency application and use of hand brakes necessary, so that all conditions may be made safe before proceeding.

USE OF RETAINERS AND AIR BRAKES ON HEAVY GRADES

Retainers will be used on certain grades as may be requested by engineer.

In testing air brakes before starting trains on any descending grades where retainers are used, retainers must be turned up before air brakes are applied, or while applied, and hand brakes must not be released until air brake equipment has been fully charged and air brakes applied.

Hand brakes will not be used to control or to assist in controlling trains, or cuts of cars, on any such grades, except in switching movements.

All trains occupying that portion of Straight Creek Branch, CV Sub-division, between the main track or siding at Pineville and derrails located at entrance on left side, Mile SF-204.8, or on right side, Straight Creek Branch, Mile Post SC-206, must receive verbal authority of train dispatcher at Corbin, Ky. A train receiving this authority has exclusive authority to this

portion of Straight Creek Branch unless otherwise instructed or until such train clears this portion of the Straight Creek Branch. When your train clears this portion of the Straight Creek Branch, in either direction, engineer or conductor must report in clear to the train dispatcher and must not re-enter these limits without additional authority of the train dispatcher.

Yard lead switch south end Loyall Yard will normally be set for northward movement from southward main track to drill track and the target will indicate green for northward movement. Southward trains setting off cars or engines, using spring switch south end drill track Loyall, must hand-operate this switch, or must know that route is lined properly before making reverse movement.

Trains moving from Catron's Creek Branch enroute Loyall will communicate with the train dispatcher from Dressen and secure authority to leave Dressen.

"Stop" boards are located at Mile CQ-187.5 to govern southward trains entering the C&M Branch, at Horse Creek Jct. (Mile CQ-208.7) to govern northward trains leaving yard limits, C&M Branch side, and at Horse Creek Jct. (Mile CF-208.7) Horse Creek Branch to govern northward trains leaving Horse Creek Branch.

Southward trains entering the C&M Branch at Heidrick must not pass the "Stop" board located at Mile CQ-187.5 except on verbal authority of the train dispatcher at Corbin. When southward trains receive authority to enter the C&M Branch, a stop at the "Stop" board will not be required and authority from the train dispatcher to pass "Stop" board at Mile CQ-187.5 gives that train exclusive authority, in a southward direction, to the C&M Branch between the "Stop" boards located at Mile CQ-187.5 and Horse Creek Jct.

When a southward train clears the limits between the "Stop" boards it must immediately be reported to the train dispatcher at Corbin and train must not re-enter these limits without additional authority of train dispatcher.

Northward trains from Horse Creek Branch and C&M Branch, south of Horse Creek Jct., must not pass their respective "Stop" board located at Horse Creek Jct. except on verbal authority of train dispatcher at Corbin. When northward Horse Creek Branch or C&M Branch trains receive authority to pass their respective "Stop" board at Horse Creek Jct., a stop at the "Stop" board will not be required and this authority gives that train exclusive authority on the C&M Branch between all "Stop" boards, in a northward direction.

When northward train clears the limits between all "Stop" boards, it must immediately be reported to the train dispatcher at Corbin and train must not re-enter those limits except upon additional authority of train dispatcher.

All trains within the limits between "Stop" boards at Mile CQ-187.5 and Horse Creek Jct. must provide flag protection against following trains as provided for in Rule 99 unless relieved of this responsibility by train dispatcher.

Trains departing from Smiley via Martin's Fork Branch or via Switchback will leave junction switch lined and locked as last used.

Trains must approach Queensbury Junction and Stony Fork Junction on Middlesboro Railroad at Restricted Speed, expecting to find switches lined against their movement. Switches at Queensbury Junction and Stony Fork Junction will be lined and locked as last used.

Movements on tracks crossing streets or highways or on

tracks located in or paralleling streets or drive-ways, will be flagged as indicated below:

Middlesboro, Ashbury Avenue.

Appalachia, Kilbourne Avenue and Pine Street.

Harlan: Mountain View Street (crosses track at south end of depot), switching movements on all tracks.

All crossings over industrial track serving the Harlan Ice Company.

Kentucky Mine Supply Company track, South House track and Pope — Cawood track, all movements for entire length of track.

Brookside, crossing over empty storage track.

All movements at Highsplint leading to Hilo Mine will either come to a stop or be flagged over grade crossing.

KD SUB-DIVISION

Trains must not exceed ten (10) miles per hour over Dixie Highway crossing at Jellico.

Trains must not exceed Restricted Speed between main track, West Knoxville, and K&A Interlocking, and must not exceed six (6) miles per hour over K&A Interlocking and to Knoxville passenger station.

Trains must not exceed five (5) miles per hour over Athens Highway, Athens Branch, Mile KW 328.5.

L&N trains may be operated over the Southern Railway, Oliver Springs to Harriman, with four (4) six-axle units operating on the head end of train.

On return movement, Harriman to Oliver Springs, no more than three (3) units may be operating.

Six-axle diesel units may be operated on portions of KD Sub-division as follows:

Corbin to Etowah — All tracks adjacent to main track, Savoy Yard, Morley Yard, West Knoxville Yard, Cow Creek Branch (includes side tracks at Batley and Scandlyn Lumber Yard), and between Jellico and Arco.

Such units must not be operated on the Hill track at Williamsburg.

100-ton capacity cars, loaded or empty, must not be handled on the Pine Mountain Branch, KD Sub-division.

Train movement between Arco and Consolidated Coal Company mines must be made in accordance with Operating Department Rule No. 105.

L&N trains and engines must not occupy portion of track between Arco and Consolidated Coal Company mines without authority of Chief Dispatcher.

Crews on all southward trains handling between 80 and 100 percent of full tonnage, Chaska to Duff, upon separating or stalling on this grade must communicate with dispatcher, giving location of train on hill and trouble being experienced. Be governed by instructions of dispatcher as to whether doubling movement should be made or train backed north of north switch at Chaska.

Southward trains above described, when stopped between switches at Chaska must back entire train north of north switch Chaska before resuming southward movement.

Under circumstances whereby it is necessary for dispatchers to authorize a southward train to proceed beyond south switch at Chaska while block signal at "Stop" indication, train may,

after stopping, proceed at Restricted Speed from that point — without having to back train north of north switch at Chaska.

Northward trains moving from main track to the Cow Creek Branch, in addition to securing authority from the train dispatcher to use the electrically locked switch, must also receive authority to occupy the Cow Creek Branch.

Southward trains moving from the main track to the Cow Creek Branch must receive signal indication or verbal authority to occupy the Cow Creek Branch.

Authority obtained from the train dispatcher by signal indication or verbally to occupy the Cow Creek Branch gives the train receiving such permission full authority on the Cow Creek Branch between Marlow and Oliver Springs, unless otherwise instructed by train order.

Between Marlow and switches to the wye tracks at Dossett, movements must be made in accordance with Rule 93.

After authorizing a train to occupy the Cow Creek Branch between Marlow and Oliver Springs as provided above, the train dispatcher then may by verbal authority only authorize a second move within Yard Limits between Dossett and Marlow.

Covered hoppers (95-100 ton capacity), loaded must not be handled on the Old Line between Jena and Mentor.

OTHER TRACKS—CC Sub-Division

Station	Mile	Capacity 55 Ft. Cars	Switch
Kenton.....	C- 19.3	6	South End
Morning View.....	C- 23.0	130	Both Ends
Butler.....	C- 29.4	10	Both Ends
Catawba.....	C- 35.9	30	South End
North Falmouth.....	C- 38.0	125	Both Ends
Falmouth.....	C- 40.6	Yard	Both Ends
Morgan.....	C- 47.4	9	North End
Berry.....	C- 54.2	8	Both Ends
Garnett.....	C- 59.3	15	North End
Poindexter.....	C- 62.1	9	North End
Cynthiana.....	C- 66.0	Yard	Both Ends
Lair.....	C- 69.7	7	North End
Shawhan.....	C- 72.8	40	Both Ends
Paris.....	C- 80.0	Yard	Both Ends
North Cabin.....	C- 96.0	36	Both Ends
Patio.....	C- 97.0	Yard	Both Ends
Flanagan.....	C-102.0	7	North End
Ford.....	C-106.7	27	Both Ends
Ophelia.....	C-114.8	10	South End
Richmond.....	C-119.0	Yard	Both Ends
Ft. Estill.....	C-121.8	65	Both Ends
Berea.....	C-132.0	Yard	Both Ends
Snider.....	C-137.5	39	Both Ends
Wildie.....	C-142.9	10	North End
Donora.....	C-150.0	32	Both Ends
Livingston.....	L-140.0	Yard	Both Ends
East Bernstadt.....	L-152.0	Yard	Both Ends
London.....	L-158.0	Yard	Both Ends
Levi Jackson.....	L-160.6	93	Both Ends
Fariston.....	L-163.0	100	Both Ends

OTHER TRACKS—KD Sub-Division

Station	Mile	Capacity 55 Ft. Cars	Switch
Woodbine, Ky.....	C 175.2	23	Both ends
Faber, Ky.....	C 179.0	56	Both ends
Rockhold, Ky.....	C 182.3	20	Both ends
Wofford, Ky.....	C 185.7	6	Both ends
Savoy, Ky.....	C 191.2	Yard	
Jones, Ky.....	C 195.6	5	Both ends
Saxton, Ky.....	C 198.5	12	North
Jellico, Tenn.....	KN 204a	Yard	
Highcliff, Ky.....	C 203.0	33	Both ends
Chaska, Tenn.....	C 210.7	7	Both ends
Habersham, Tenn.....	C 213.1	46	Both ends
Duff, Tenn.....	C 218.0	49	Both ends
Jacksboro, Tenn.....	C 228.7	7	Both ends
Vasper, Tenn.....	C 232.9	29	Both ends
Lake City, Tenn.....	C 237.6	13	Both ends
Granite, Tenn.....	C 243.9	5	Both ends
Edgemoor, Tenn.....	C 255.0	Lead	Both ends
Byington, Tenn.....	C 263.0	61	Both ends
Meadowbrook, Tenn.....	C 265.2	14	Both ends
Middlebrook Indust. Park..	C 269.8	Lead	South
Warcer, Tenn.....	C 271.0	Lead	Both ends
Croydon, Tenn.....	C 272.2	43	Both ends
Kingsley, Tenn.....	C 277.5	37	Both ends
Alcoa, Tenn.....	KL 291.4	6	Both ends
Binfield, Tenn.....	C 295.9	6	Both ends
McGhee, Tenn.....	C 306.1	18	Both ends
Vonore, Tenn.....	C 308.2	8	North
Madisonville, Tenn.....	C 316.9	68	Both ends
Gudger, Tenn.....	C 321.6	8	South
Englewood, Tenn.....	C 327.4	37	Both ends
Beaunit, Tenn.....	C 331.1	15	Both ends
Athens, Tenn.....	KW 334.2	Yard	
Nonaburg, Tenn.....	KB 328.6	5	North
Tellico Plains, Tenn.....	KB 341.4	Yard	
Yaden, Ky.....	CO 200.0	28	Both ends
Gatliff, Ky.....	CZ 208.7	4	Both ends
Batley, Tenn.....	KD 255.0	13	South
Oliver Springs, Tenn.....	KD 259.0	10	Both ends
Harriman, Tenn.....	KE 274.0	Yard	North
Marmor, Tenn.....	KT 293.8	Lead	North

OTHER TRACKS—EK Sub-Division

Station	Mile	Capacity 55 Ft. Cars	Switch
Avoca.....	W- 14.2	22	Both Ends
Eastwood.....	W- 17.5	21	Both Ends
Simpsonville.....	W- 23.4	35	Both Ends
Shelbyville.....	W- 31.0	20	Both Ends
Christianburg.....	W- 50.0	12	South End
Bagdad.....	W- 52.0	8	Both Ends
West Frankfort.....	W- 64.5	20	Both Ends
Cliffside.....	W- 66.0	5	Both Ends

OTHER TRACKS — EK SUB-DIVISION Continued

Station	Mile	Capacity 55 Ft. Cars	Switch
Jett.....	W- 70.5	17	Both Ends
Midway.....	W- 79.8	8	Both Ends
Paynes.....	W- 83.0	5	Both Ends
Viley.....	W- 90.5	40	Both Ends
Montrose.....	VB-100.0	6	Both Ends
Fenwick.....	VB-102.5	5	South End
Avon.....	VB-104.5	13	Both Ends
Wyandotte.....	VB-107.9	23	Both Ends
Winchester.....	VB-113.5	26	Both Ends
Agawam.....	W&I-214.1	21	Both Ends
Sloan.....	W&I-220.3	10	Both Ends
Calla.....	W&I-229.2	90	Both Ends
Pryse.....	VB-149.8	43	South End
Yellow Rock.....	VB-165.4	33	Both Ends
Heidelburg.....	VB-170.0	18	Both Ends
Beattyville.....	VB-176.0	Yard	Both Ends
St. Helens.....	VB-179.8	52	Both Ends
Tallega.....	VB-183.5	59	Both Ends
Oakdale.....	VB-188.5	34	Both Ends
Elkatawa.....	VB-195.0	45	Both Ends
Jackson.....	VB-198.0	Yard	Both Ends
Wolfcoal.....	VB-216.1	23	Both Ends
Chavies.....	VB-223.1	9	Both Ends
Typo.....	VB-237.4	Yard	Both Ends
Crawford.....	VB-238.5	Yard	Both Ends
Combs.....	VB-240.3	37	Both Ends
Lothair.....	VB-244.0	60	Both Ends
Ecco.....	VB-245.0	21	North End
Jeff.....	VB-248.5	31	Both Ends
Viper.....	VB-251.5	36	Both Ends
Dent.....	VB-259.0	Yard	Both Ends
Blackey.....	VB-268.1	Yard	Both Ends
Whitesburg.....	VB-284.0	25	Both Ends
Fleming.....	VB-297.0	16	Both Ends

OTHER TRACKS—CV Sub-Division

Station	Mile	Capacity 55 ft. Cars	Switch
Grays, Ky.	CV 177.3	13	Both ends
Artemus, Ky.	CV 191.6	10	South
Four Mile, Ky.	CV 199.2	8	North
Wallsend, Ky.	CV 201.3	Yard	Both ends
Page, Ky.	WB 208.3	Yard	Both ends
Miracle, Ky.	WB 215.5	11	South
Crosby, Ky.	WB 218.7	45	Both ends
Molus, Ky.	WB 266.5	7	North
Wallins, Ky.	WB 231.8	10	South
Cochran, Va.	CV 243.6	33	Both ends
Dryden, Va.	CV 264.9	20	Both ends

SPECIAL INSTRUCTIONS — CINCINNATI TERMINALS

The Time Table rules and regulations of the Chesapeake & Ohio Railway Company, operating the Covington & Cincinnati Elevated Railroad and Transfer and Bridge, will govern between KC Junction and CS Junction, and of the Cincinnati Union Terminal north of CT Junction.

SPECIAL MOVEMENTS

Cincinnati, Latonia, DeCoursey

Between KC Jct. and Latonia trains authorized by the operator at Latonia to enter the main track may proceed, running with the current of traffic, being governed by interlocking and automatic block signals, and running ahead of overdue superior trains.

Movements between Cincinnati and Latonia via Newport will be made without train orders. A proceed indication of the middle or bottom light of northward automatic block signal at Southern Ave. or hand signal from operator at Latonia or hand signal from operator at Pt. Isabella, or verbal permission from train dispatcher by telephone, will be authority to proceed as per Rule 93, being governed by block signal indications. Meeting points may be arranged by message or verbally by the train dispatcher.

Northward signal 1062, located at south switch at Wilder is equipped with "Take Siding" signal and when it displays the letter "S" trains, cuts or engines will take siding and call the train dispatcher after clearing the main track.

Five (5) 4-axle units is the maximum number that can be used on the L&N Newport-Cincinnati bridge.

Trains finding automatic block signals governing northward and southward movements at north end of siding at Wilders, southward automatic block signal at south end of siding at Wilders, and southward automatic block signal at Danas, in STOP position, will stop and call train dispatcher for instructions. Automatic block signals at north end of siding at Wilders governing both northward and southward movements can be controlled by the train dispatcher at Latonia, and may be placed in STOP position regardless of indications of preceding signals, and movements approaching these signals must be governed accordingly. When main track is cleared for any purpose, between Latonia and Cincinnati (via Newport), it must not again be fouled without permission from the train dispatcher.

Trains finding southward automatic block signal at south end of N. & C. Bridge, in STOP position will call operator at KC Junction.

At NX Cabin, Newport, Ky., in the event home signals of interlocking plant governing movements, crossing over the C&O Railroad or onto the C&O Railroad, display STOP indication and C&O movement is not passing or approaching the crossing the yard foreman or engineer will communicate by telephone, located at or adjacent to the home signals, with the L&N train dispatcher and determine if the route is intended for continued movement of train via L&N, or to the C&O. Authority must be obtained from the yardmaster at KC Jct. to pass signal displaying STOP indication. Switches must be placed on "Hand" operation as per the rules. After the first switch involved has been placed in "Hand" throw position wait five (5) minutes placing lighted Red Fuses on each side of crossing in position to protect the movement and proceed on hand signals given by member of the crew. When so instructed by the operator at KC Jct. a member of train or engine crew will operate emergency push button in box on east end of relay case which is located between NX Cabin and No. 2 C&O track. Instructions for operating push button are located in telephone box adjacent to this relay box.

Movements against the current of traffic between Latonia and KC Jct. will be made on written authority of the Terminal Train Master, issued by operator, Latonia. Operators, Latonia, must know such movements are protected.

Transfer crews of other railroads, whose rules provide for red flags in day time as markers, may use red flags while occupying L. & N. tracks.

Trains, engines or cuts finding southward automatic block signal north of Covington tunnel in STOP position will call operator at Latonia for instructions.

Engines clearing the Main Track between KC Junction and Latonia must not again foul it without permission from the operator at Latonia.

All tracks in Decoursey Yard are restricted to ten (10) miles per hour.

ELECTRIC SWITCH LOCKS

Both ends of crossover located approximately 300 feet south of Caroline St. Underpass are equipped with electric locks. Permission to use such switches must be obtained from operator, Latonia Passenger Station.

SPECIAL INSTRUCTIONS — CORBIN TERMINAL

Swichtenders are located at north end of East Yard.

Swichtenders will use yellow flags by day and yellow lights by night for signaling inbound movements north end of East Yard and green flags and lights for signaling to trains leaving that end of East Yard. Radio communication may also be used.

There will be no swichtender on duty at north end of East Yard from 11:00 p.m. Saturday to 11:00 p.m. Monday.

The switches at Center Street will be lined for inbound freight movements and the switches at north end of High Line will be lined for outbound freight movements. When these switches are used by yard crews or others, they must be restored to the above positions after movement has been completed.

An information signal is located approximately 1,500 ft. south of the Absolute Block Signal (at Mile C-172.3) that governs northward movements on the High Line. The information signal will display a white aspect when the Absolute Block Signal is displaying an "Approach" or "Proceed" indication and will be "unlit" when the Absolute Block Signal is displaying a STOP indication.

Southward KD Sub-division trains will use the extreme east track from the East Yard to the siding at Woodbine, unless otherwise instructed by yardmaster.

Northward KD Sub-division trains will use the main track from the south switch of Woodbine-siding to crossover at Bacon Creek and enter the East Yard through the Bacon Creek crossover and switching drill (which is the west drill track), unless otherwise instructed by yardmaster.

Northward trains enroute CC Sub-Division must secure Clearance Form A from the high speed train order delivery stand across from Chief Dispatcher's Office, or directly from operator in Chief Dispatcher's Office, before entering CC Sub-Division main track, except that a train receiving a "Proceed" indication in train order signal near the high speed train order delivery stand may leave without Clearance Form A.

SPECIAL INSTRUCTIONS — LOUISVILLE TERMINAL

DOUBLE TRACK.

Between Louisville (10th and Kentucky Street) and Mile Post 8.

Between Frankfort Avenue and South Louisville.

Between New Main Street and Preston Street.

AUTOMATIC BLOCK SIGNAL SYSTEM LIMITS.

Automatic Block Signal Rules are in effect between:

10th and Kentucky Street and Mile Post 8.

Frankfort Ave. to Floyd and J Street.

INTERLOCKING.

Interlocking Rules are in effect at: Fourth and G Street, Strawberry, Big Ditch, Outer Loop, North MN, South MN, and Floyd and J Street.

STANDARD CLOCKS.

Union Station (Dispatcher's Office)

Strawberry (Train-Order Office)

South Louisville (Main Yard Office and Engineer's Wash-room)

East Louisville (Train-Order Office)

TRAIN-ORDER OFFICES

Station	Hours Train-Order Office Open	Days Train-Order Office Closed
KS. Strawberry a.....	Continuous	None
East Louisville a.....	7:00 A.M. to 11:00 P.M.	None

a. Stations not equipped with Train-Order Signal—Rule 221.

REGISTER STATIONS

Location	For	Register by Card Form 230
Union Station.....	All trains	
South Louisville, Main Yard Office.....	All trains except first class	All trains except first class
South Louisville, FX, Locker Room.....	All trains except first class	All trains except first class
Strawberry, KS Office.....	Southward Louisville Division trains, except first class	

CLEARANCE OF TRAINS

Trains originating in Louisville Terminal must receive Clearance Form A issued by operator "KS". Such Clearance Form A may be delivered by messenger when necessary.

YARD LIMITS

Between Union Station and Mile Post 8 and Frankfort Avenue.

RAILROAD CROSSING AT GRADE

Location	Railroad	Protection
Fourth and G Streets.....	Southern.....	Interlocking
Floyd and J Streets.....	Southern.....	Interlocking

BULLETIN BOARDS

Union Station (Register Room and Conductor's Room)

South Louisville (Main Yard Office and Roundhouse)

FX Tower (Locker Room)

For C&O Ry Trains:

a. Hancock Street Tower

b. Roundhouse, Floyd Street

SPEED RESTRICTIONS

(Normal speed in miles per hour)

Between	Passenger	Freight, Work, and Mixed.	Pile Drivers, Steam Shovels, Derricks, Ditchers, Wrecking Outfits and other top heavy cars.
Mile Post T-5 (Cincinnati Division) and Frankfort Avenue	30	25	20
Frankfort Avenue to South Louisville	20	20	20
Union Station and Mile Post 7 (Louisville Division)	30	25	20
North MN and Preston Street on Water Street Line		15	15

Through turnouts and crossovers:15

All trains will move at Yard Speed between Kentucky Street and Union Station.

SPECIAL MOVEMENTS

1. Switchtenders are no longer on duty at Union Station. Northbound passenger trains entering Union Station will stop at switch located north of Kentucky Street and line switch for movement into track No. 3, unless otherwise instructed by the Yard Dispatcher. The normal position for this switch is for the Penn Central main track.

2. Within the Louisville Terminal limits, trains must not open a switch to a main track, or occupy a main track except on authority of the Yard Dispatcher. After obtaining such authority, the main track may be occupied, and Rule 513 will not apply.

3. Trains, except first-class trains, moving on a main track within Louisville terminal limits, must move at Yard Speed, regardless of a Proceed or Approach indication of a Block or Interlocking Signal.

4. All trains will approach crossovers north and south of K&I Junction at Restricted Speed.

5. When trains on double track are moved against the current of traffic, it will be done under protection as prescribed by the rules, or under the direction and protection of the Yardmaster or his representative. If the movement of a first-class train is involved, the Yardmaster or his representative will direct and protect it only under the specific instructions of a Trainmaster, or Assistant Trainmaster, who will personally see that the movement is fully protected.

6. Trains from the Evansville Division arriving at Strawberry will continue on the same schedules as arriving, and extras will continue as extras.

7. The use of the engine whistle within the city limits of Louisville is prohibited except as prescribed by Rule 14(j) and to prevent accident. When the view is obscured on account of weather or other conditions, the engineer may sound signal as prescribed by Rule 14(1) for crossings at grade, and proceed at Restricted Speed.

8. Yard engines with work in the block between North MN and Crescent Hill will obtain permission from the operator at Strawberry to occupy the block.

9. Between New Main Street and Preston Street on the East Louisville-Water Street line yard cuts are relieved from flagging against all trains and all trains will move in this territory expecting to find the main track occupied at any point by engines or cars not protected by flagman.

10. Dwarf signals just south of Kentucky Street near Union Station governing northward and southward movements, when found in stop indication, train must stop. After train stops, may proceed at Restricted Speed.

11. The normal position for the crossover switches of No. 25 crossover at the south end of Strawberry will be for the drill and will be kept lined for the drill except while crossover movement is being made.

TONNAGE RATING OF LOCOMOTIVES

- Column 1. GP-7 (388-489), GP-7N (490-495), GP-9 (501-545), GP-18 (900-904), C-418 (910-914), SW-1500 (5000-5029), MP-15 (5030-5039).
- Column 2. GP-30 (1000-1060), GP-35 (1100-1128), C-420 (1300-1335), RS-20 (1350), U-25B (1600-1626), U-28B (2500-2502), U-30B (2503-2509), U-23B (2700-2772 and 2800-2824), GP-40 (3000-3029), GP-38 (4000-4049), GP-38-2 (4050-4144), SD-38-2 (4500-4504).
- Column 3. SD-35 (1200-1220), SDP-35 (1221-1224), SD-40 (1225-1258), SD-40-2 (1259-1278 and 3554-3583), C-628 (1400-1414), C-630 (1425-1432), U-25C (1500-1527, 1529, 1530 and 1532), U-28C (1528, 1531 and 1533), U-30C (1470-1499 and 1534 1582).

Southward	Col. 1	Col. 2	Col. 3
Decoursey-Patio.....	2200	3800	5500
Patio-Perth.....	1700	1870	2600
Perth-East Bernstadt.....	1100	1400	2000
East Bernstadt-Corbin.....	2700	2970	4100
Lexington-West Frankfort.....	3050	3355	4600
West Frankfort-Christianburg.....	1795	2000	2700
Christianburg-HK Tower.....	1635	1800	2500
Lexington-Patio.....	2180	2400	3270
Patio-Ravenna.....	3335	4600	7000
Ravenna-Oakdale.....	2500	2800	3800
Oakdale-Yeadon.....	2000	2200	3050
Yeadon-Neon.....	2500	2800	3800
Corbin-Cumberland.....	3000	3200	4350
Loyall-Smiley.....	3000	3200	4350
Smiley-Norton.....	1325	1500	2000
Harbell-Hagans.....	1775	1975	Restricted
Corbin-Chaska.....	2500	2750	3750
Chaska-Duff.....	1475	1630	2225
Duff-West Knoxville.....	2500	2750	3750
West Knoxville-Etowah.....	2750	3025	4150
Northward			
Corbin-Ford.....	2700	2970	4100
Ford-Patio.....	2000	2200	3050
Patio-Decoursey.....	5500	6325	8250
HK Tower-Christianburg.....	1800	2000	2700
Christianburg-West Frankfort.....	2215	2440	3325
West Frankfort-Jett.....	1185	1310	1800
Jett-Lexington.....	2215	2440	3325
Patio-West Lexington.....	2635	2900	4000
Ravenna-Patio.....	3335	4600	6500
North Hazard-Gentry.....	6000	6200	9000
Gentry-Chenowee.....	2000	2200	3050
Chenowee-Ravenna.....	6000	6200	9000
Norton-Smiley.....	1325	1500	2000
Hagans-Loyall.....	3535	3735	4350
Cumberland-Baileys.....	4500	4700	6300
Baileys-Arkle.....	2700	3050	4350
Arkle-Corbin.....	4500	4700	6300
Hagans-Harbell.....	1775	1975	Restricted
Atlanta-Junta.....	1850	2200	2775
Etowah-West Knoxville.....	2500	2750	3750
West Knoxville-Duff.....	1400	1540	2100
Duff-Corbin.....	2500	2750	3750

Tonnage rating of locomotives over portion of Southern Railway between Oliver Springs and Harriman is as follows: Column 1, 1475 tons, Column 2, 1630 tons and Column 3, 2100 tons.

Tonnage handled by 6 axle units, Chaska to Duff, will be 2,300 tons per unit when handling solid unit train consisting of 100-ton capacity cars.

Use the following when estimating weights of unweighed cars of coal:

100,000 lb. capacity —	80 tons
120,000 lb. capacity —	89 tons
140,000 lb. capacity —	110 tons
160,000 lb. capacity —	120 tons
200,000 lb. capacity —	132 tons

DIVISION OFFICERS

<p>P. D. WEAVER, Trainmaster Corbin, Ky.</p> <p>O. R. BRAGG, Trainmaster Corbin, Ky.</p> <p>G. D. GOINS, Asst. Trainmaster Corbin, Ky.</p> <p>J. R. BERRY, Road Foreman of Engines Asst. Trainmaster Corbin, Ky.</p>	<p>H. R. FORSYTHE, Trainmaster Corbin, Ky.</p> <p>E. D. BROCK, Term. Trainmaster Corbin, Ky.</p> <p>J. HERINGER Asst. Trainmaster Agent Corbin, Ky.</p> <p>J. B. CHADWELL, Chief Dispatcher-Car Distributor Corbin, Ky.</p>	<p>H. R. BIRCHFIELD, Ass't. Trainmaster Ravenna, Ky.</p> <p>J. WILLIAMS, Trainmaster Loyall, Ky.</p> <p>W. D. PALMER, Road Foreman of Engines Asst. Trainmaster Ravenna, Ky.</p>	<p>O. V. HART, Trainmaster Corbin, Ky.</p> <p>R. V. THOMAS, Trainmaster CRR-L&N St. Paul, Va.</p> <p>H. L. HARMON, Road Foreman of Engines Asst. Trainmaster Corbin, Ky.</p> <p>L. E. MARCUM, Chief Dispatcher-Car Distributor Corbin, Ky.</p>	<p>T. L. JOHNSON, Trainmaster Corbin, Ky.</p> <p>L. D. ARNOLD, Ass't. Trainmaster Corbin, Ky.</p> <p>T. E. WILSON, Road Foreman of Engines Asst. Trainmaster Latonia, Ky.</p> <p>B. A. THOERNER, Chief Dispatcher Corbin, Ky.</p>
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CINCINNATI TERMINALS

<p>A. B. NOONAN, Superintendent</p> <p>W. E. BURGOYNE, Trainmaster</p>	<p>W. J. DOYLE, Trainmaster</p>	<p>J. H. GOINS, Asst. Trainmaster</p>	<p>J. W. WELLS, Asst. Trainmaster</p>
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LIST OF SURGEONS

DISTRICT SURGEONS

<p>Dr. Robt. E. Reichert Covington, Ky.</p> <p>Dr. Joseph C. Marshall Louisville, Ky. (All Injury Cases)</p> <p>Dr. Sidney G. Marcum Louisville, Ky. (Physical Exams Only)</p>	<p>Dr. Chas. C. Rutledge (Asst.) Hazard, Ky.</p> <p>Dr. C. B. Stacy Pineville, Ky.</p> <p>Dr. T. Edward Acuff Knoxville, Tenn.</p> <p>Dr. K. P. Smith (Asst.) Corbin, Ky.</p>
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OCULISTS

<p>Dr. Wm. M. Buttermore Corbin, Ky.</p> <p>Dr. Joseph Ballard Lexington, Ky.</p> <p>Drs. Reeves, Strawn & Assoc. Erlanger, Ky.</p> <p>Dr. W. O. Preston Lexington, Ky.</p>	<p>Dr. C. L. Combs Hazard, Ky.</p> <p>Dr. C. H. Henderson Norton, Va.</p> <p>Dr. G. S. Ballou Knoxville, Tenn.</p> <p>Dr. K. L. Raulston, Jr. Knoxville, Tenn.</p>
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LOCAL SURGEONS

<p>Dr. Yoon K. Kim Covington, Ky.</p> <p>Dr. John L. Cassidy (Medical Consultant) Covington, Ky.</p> <p>Dr. R. J. Rust Newport, Ky.</p> <p>Dr. R. A. Allnutt Edgewood, Ky.</p> <p>Dr. Charles O. Carothers Cincinnati, O.</p> <p>Dr. Ralph Carothers Cincinnati, O.</p> <p>Dr. Robert L. McKinney Falmouth, Ky.</p> <p>Dr. H. Todd Smiser Cynthiaana, Ky.</p> <p>Dr. R. T. McMurtry Cynthiaana, Ky.</p> <p>Dr. William H. Cox Paris, Ky.</p> <p>Dr. M. B. Denham Maysville, Ky.</p> <p>Dr. Ben F. Allen Flemingsburg, Ky.</p> <p>Dr. Robert F. Brashear Winchester, Ky.</p> <p>Dr. Shelby Carr Richmond, Ky.</p> <p>Dr. William P. Grise Richmond, Ky.</p> <p>Dr. E. C. Seeley London, Ky.</p> <p>Dr. Donald Chatham Shelbyville, Ky.</p> <p>Dr. Branham B. Baughman Frankfort, Ky.</p> <p>Dr. Ben Roache Midway, Ky.</p> <p>Dr. Charles Terry Irvine, Ky.</p> <p>Dr. F. C. Lewis Jackson, Ky.</p> <p>Dr. Cordell H. Williams Hazard, Ky.</p> <p>Dr. Harold Redd Hazard, Ky.</p>	<p>Dr. Carl Pigman Whitesburg, Ky.</p> <p>Dr. B. H. Wells Corbin, Ky.</p> <p>Dr. Buell B. Mills Pineville, Ky.</p> <p>Dr. R. R. Evans Arjay, Ky.</p> <p>Dr. J. D. Foley Loyall, Ky.</p> <p>Dr. Philip J. Begley Harlan, Ky.</p> <p>Dr. Smith Howard Harlan, Ky.</p> <p>Dr. Merideth J. Evans Middlesboro, Ky.</p> <p>Dr. G. B. Setzler Pennington, Va.</p> <p>Dr. T. S. Ely Jonesville, Va.</p> <p>Dr. Frank E. Handy Appalachia, Va.</p> <p>Dr. Joseph T. Phillips Norton, Va.</p> <p>Dr. M. L. Davis LaFollette, Tenn.</p> <p>Dr. L. A. Killeffer Harriman, Tenn.</p> <p>Dr. Carlos L. Velado Knoxville, Tenn.</p> <p>Dr. J. Frank Manning Maryville, Tenn.</p> <p>Dr. R. W. Trotter Athens, Tenn.</p> <p>Dr. Luis J. Ordonez Etowah, Tenn.</p> <p>Dr. T. W. Williams Etowah, Tenn.</p> <p>Dr. B. Hays Pineville, Ky.</p> <p>Dr. Jack L. Hollins Corbin, Ky.</p> <p>Dr. Richard Park Corbin, Ky.</p>
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POSITION IN FREIGHT OR MIXED TRAIN OF CARS CONTAINING EXPLOSIVES AND DANGEROUS COMMODITIES

PLACARD APPLIED ON CAR		TYPE OF CAR	ANY CARS (Includes flat cars carrying multiple commodities)	"EXPLOSIVES"	"DANGEROUS"	"DANGEROUS"	"POISON GAS"	"POISON GAS"	"FLAMMABLE POISON GAS"	"DANGEROUS RADIO- ACTIVE MATERIAL"
		1								
		2								
3	RESTRICTIONS									①
4	WHEN TRAIN LENGTH PERMITS	MUST NOT BE NEARER THAN 16th FROM ENGINE OR OCCUPIED CABOOSE	✓							
5	WHEN TRAIN LENGTH PERMITS	MUST NOT BE NEARER THAN 6th FROM ENGINE, OCCUPIED CABOOSE OR PASSENGER CAR		✓		✓			✓	
6	WHEN TRAIN LENGTH DOES NOT PERMIT	MUST BE NEAR MIDDLE OF TRAIN	✓							
7	WHEN TRAIN CLASSIFIED	MUST NOT BE NEARER THAN 2nd FROM ENGINE, OCCUPIED CABOOSE OR PASSENGER CAR		✓		✓			✓	
8	WHEN TRAIN CLASSIFIED	MUST BE NEAR MIDDLE OF BLOCK BUT NOT NEARER THAN 6th FROM ENGINE OR OCCUPIED CABOOSE	✓							
9	WHEN IN PICK-UP AND/OR SET OFF SERVICE	MUST NOT BE NEARER THAN 2nd FROM ENGINE OR OCCUPIED CABOOSE	✓	✓		✓			✓	
10	MUST NOT BE PLACED NEXT TO CAR PLACARDED	ENGINE	✓	✓	②	✓			✓	
11		OCCUPIED CABOOSE	✓	③	✓	②	✓	④	✓	④
12		OCCUPIED PASSENGER OR COMBINATION CAR	✓	③	✓		✓	④	✓	④
13		OCCUPIED CAR WITH LIVE ANIMALS AND ATTENDANT	✓	✓			✓	✓	✓	
14		"EXPLOSIVES"		✓	✓	✓	✓	✓	✓	✓
15		"DANGEROUS"	✓				✓	✓	✓	
16		"POISON GAS"	✓	✓	✓					
17		"FLAMMABLE POISON GAS"	✓	✓	✓					
18		"DANGEROUS RADIO-ACTIVE MATERIAL"	✓							
19		ANY LOADED FLAT CAR EXCEPT WHEN PERMANENT END BULKHEAD FLATS, PIGGYBACK AND CONTAINER FLATS, TRI-LEVEL AND BI-LEVEL CARS, AND ANY OTHER FLAT CAR SPECIALLY EQUIPPED WITH TIE-DOWN DEVICES FOR HANDLING VEHICLES ARE CONSIDERED THE SAME AS AN OPEN TOP CAR (SEE LINE 21)	✓		✓		✓			✓
20	ANY CAR, PIGGYBACK, CONTAINER, OR OTHER UNIT HAVING AUTOMATIC REFRIGERATION OR HEATING INTERNAL COMBUSTION ENGINE OPERATING; LIGHTED HEATERS, STOVES OR LANTERNS	✓		✓		✓			✓	④
21	OPEN TOP CAR WHEN LADING PROTRUDES BEYOND CAR ENDS OR WHEN LADING ABOVE CAR ENDS IS LIABLE TO SHIFT	✓		✓		✓			✓	

FOOTNOTES:

- ① Must not be handled next to carload shipments of undeveloped film.
- ② Except when train consists only of placarded loaded tank cars.
- ③ Except when caboose, etc. is occupied by authorized personnel accompanying shipment and it is not equipped with lighted heater, such occupied car must be next behind car placarded "Explosives". If equipped with lighted heater, it must be fourth behind car placarded "Explosives".
- ④ Except when car is occupied solely by gas handlers or authorized personnel accompanying shipment such occupied car must be next behind placarded car.
- ⑤ Loaded flat car, except that cars carrying trailers or containers placarded "EXPLOSIVES" as authorized by the regulations in this chapter may be coupled to each other. (Note: Flat cars equipped with permanently attached ends of rigid construction shall be considered as open-top cars.)

